The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5302 | 光緒三十二年九月十二號 | TUESDAY, NOVEMBER 6, 1906. | 二拜禮 | 號六月一十英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000
CAPITAL PAID-UP ..... „ 21,000,000
CAPITAL UNCALLED ..... „ 3,000,000
RESERVE FUND ..... „ 13,700,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. NEWCHWANG.
SAN FRANCISCO. MUKDEN.
BOMBAY. PORT ARTHUR.
TIENTSIN. CHEFOO.
PEKING. DALNY.
KOBE. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd September, 1906. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED ..... GOLD $10,000,000
CAPITAL PAID UP ..... GOLD $ 3,250,000
RESERVE FUND ..... GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
„ 6 „ 4 „ „ „ „
„ 3 „ 3 „ „ „ „

No. 9, Queen's Road Central,
Hongkong.

H. PINCKNEY,
Manager.

Hongkong, 17th October, 1906. [20

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [287

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.

Hongkong, 1st June, 1906. [617

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND.—
Sterling Reserve ..... $10,000,000 } $20,250,000
Silver Reserve ..... $10,250,000 }
RESERVE LIABILITY OF PROPRIETORS. $10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq. — A. J. Raymond, Esq.
E. Goetz, Esq. — R. Shewan, Esq.
Hon. Mr. W. J. Gresson — N. A. Siebs, Esq.
C. R. Lenzmann, Esq. — H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. [22

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP ... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tsingtau, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 9th October, 1906. [24

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund ..... Fl. 1,628,850.19 (£135,737).

Head Office:—AMSTERDAM.
Sub-Office:—THE HAGUE.
Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: { The Williams Deacons Bank, Ltd. / Swiss Bankverein.
Paris:—Comptoir National d'Escompte de Paris.
Berlin:—Deutsche Bank.
Brussels:—Banque de Paris et des Pays Bas.
Vienna:—Union Bank.
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the rate of 2 % per annum on the daily balances.
On Fixed Deposits: 12 months 4 % per annum.
„ „ 6 „ 3½ „ „
„ „ 3 „ 3 „ „

J. BOETJE,
Manager.

16, Des Vœux Road Central. [1044

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895. [58

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE, Capt. E. P. Martin, R.N.R.	About 7th November	Freight and Passage.
YOKOHAMA, via SHANGHAI and KOBE	FORMOSA, Capt. B. W. H. Snow	About 9th November	Freight and Passage.
SHANGHAI	DEVANHA, Capt. T. H. Hide, R.N.R.	About 16th November	Freight and Passage.
LONDON, &c., via usual Ports of Call	DELTA, Capt. C. L. Daniel	17th Nov., Noon.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th November, 1906. [4

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

FOOTBALL BOOTS.

CHROME AND RUSSET LEATHER.

FROM $5 Per Pair.

HOCKEY and CRICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD & CO.

Hongkong, 4th October, 1906. [40

10 PER CENT. DISCOUNT.

WE beg to announce that, in consequence of the further rise in exchange, our prices will, from the 1st November until further notice, be subject to a discount of TEN PER CENT. (10 per cent.), instead of the Five per cent. (5 per cent.) hitherto given.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd November, 1906. [46

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [709

NOTICE.

IT is hereby notified that FIELD FIRING will be carried out in the vicinity of Customs Pass and Sleepers Knoll, on the 5th, 6th, 7th and 8th instant.

T. SERCOMBE SMITH,
Colonial Secretary.

Hongkong, 5th November, 1906. [1070

BANK HOLIDAY.

IN accordance with Government Notification No. 912 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY, the 9th November, the Anniversary of the Birthday of His Most Gracious Majesty King EDWARD VII.

Hongkong, 5th November, 1906. [1069

NOTICE.

THE Dressmaking and Millinery Establishment of MADAM JAY'S has been REMOVED to No. 14, DES VŒUX ROAD.
MADAM JAY'S are just opening
PARIS MODEL HATS.

Hongkong, 5th November, 1906. [1067

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per Share free of tax for account of year ending 28th February, 1906, has been declared by the Directors of the above Company. COUPON No. 7 is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 31st October, 1906. [1058

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

45] S. TANAKA, Manager, Hongkong.

THE CITY OF PARIS,
MADAME FLINT, Manageress.

JUST RECEIVED AN ENTIRE NEW STOCK OF
LADIES' COSTUMES & MILLINERY
EXCLUSIVE DESIGNS FROM PARIS.
CHILDREN'S COSTUMES and COATS
IN NAVY, CREAM AND CARDINAL SERGE.
BEST LONDON MAKE.

EXCEPTIONALLY LOW PRICES BECAUSE OF FAVOURABLE EXCHANGE.

Hongkong, 23rd October, 1906. [855

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904 155

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [71

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of
JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET.
Hongkong.

Hongkong, 28th April, 1906. [510

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWITCH.
PUREE DE FOIE GRAS Do.
AND
Other Pic-nic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906. [16

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager.

Hongkong, 15th March, 1906. [25

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

261 WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1906 [31

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [28

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905. [30

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," .....2,338 tons .....Captain W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.

Sunday Special-Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7.30 A.M.

On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain J. Willox.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906. [10

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI	JAVA	Second half November	JAPAN	Second half November
TJILIWONG.	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP...	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS ...	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS ...	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA JAPAN LIJN

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 19th October, 1906 [15

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 6th October, 1906 [14

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [48

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY,
37, DES VOEUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905 [50

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904. [68

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship *PRINZESS ALICE*, Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than $10, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE, TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA,

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 13th November.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship *WILLEHAD*, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA	$50.00	$30.00	$20.00	...Return	$80.00	$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	...Return	£42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	...Return	£54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	...Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	...Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	$40.00	...Return	$170.00	$120.
TO KOBE	$95.00	$70.00	$50.00	...Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*BUELOW*	WEDNESDAY, 7th Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ REGENT LUITPOLD*	WEDNESDAY, 21st Nov.
YOKOHAMA & KOBE	*PRINZ SIGISMUND**	WEDNESDAY, 21st Nov.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 15th October, 1906. [1

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work; and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 27th August, 1906. [67

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1905. [269

SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER NEED NOW DESPAIR,
but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party, by the introduction of THE NEW FRENCH REMEDY
THERAPION,
a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignore, because so impotent to cure or even relieve.

THERAPION is sold by principal Chemists throughout the world. Price in England 1/9 & 4/6. In ordering, state which of the three numbers required, and observe that the word 'THERAPION' appears on British Government Stamp (a white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [0

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length .....80' 0"
Breadth .....24' 0"
Depth ..... 9' 6"
Capacity.....320 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,
30, Des Vœux Road, Central,
and
HOO CHEONG WO & Co.,
51 and 52, Connaught Road, Central.

Hongkong, 5th November, 1906. [1068

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.50 per Cask ex Factory.

In Bags of 250 lbs. net $2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [67

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER.
41 & 43, QUEEN'S ROAD CENTRAL.
TOP FLOOR.

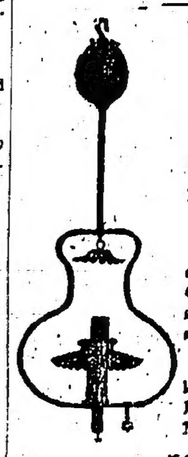
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1906. [65

FOR SALE.



WELSBACH'S INDOOR and OUTDOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Voeux Road Central.

Hongkong, 1st November 1906 [69

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 1st November, 1906.

Intimation.

WM. POWELL, LTD.,

Ladies' Outfitters,

ALEXANDRA BUILDINGS.

SMART

OSTRICH

and

MARABOUT

FEATHER

STOLES,

$10.00

to

$38.50

Each.

NEW

BLOUSES

for

AFTERNOON

and

EVENING

wear.

GLOVES, HOSIERY,
FOOTWEAR,
GOLFERS,
MOTOR CAPS,
BELTS,
UNDERWEAR,
LACES,
CHIFFONS,
RIBBONS,
and
a Splendid Selection
of

MILLINERY.

REASONABLE PRICES.

POWELL'S

HONGKONG.

Hongkong, 5th November, 1906. [42

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID).

HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSSEN & CO.

Hongkong, 10th January 1906. [62

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180

Consignees.

THE H. A. L. Steamship

"RHENANIA,"

Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 5th November, 1906. [1066

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA,"

Captain Franck, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st November, 1906. [1061

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "DEN OF KELLY," FROM MIDDLESBOROUGH, GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd November, 1906. [1064

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Himalaya*.

From Australia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 2nd November, 1906. [4

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 6th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th November, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th November, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st October, 1906. [1054

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 8th November, 1906, at 12 o'clock Noon,

FOR ACCOUNT OF THE CONCERNED.

The American Steamer

"YRUNA,"

with all her Anchors, Chains and Appurtenances, &c., to be sold on Board as she now lies off the Cosmopolitan Docks.

PARTICULARS:

Tonnage..... {805.34 gross. / 469.68 nett.

Length .....190 feet.

Beam ..... 25 "

Depth..... 13 "

Speed .....9/10 knots.

The Engines are of the Compound surface condensing type. I.H.P. 430.

For further particulars, apply to the Undersigned.

TERMS:—25 % of the purchase money to be paid by the purchaser on the fall of the hammer, and the Steamer to be at the purchaser's risk on the fall of the hammer.

N.B.—A Steam Launch will leave Blake Pier at 11.30 A.M. on the day of the sale, to convey intending purchasers.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 30th October, 1906. [1038

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

Shanghai, 31st October, 1906.

To the Editor of the
"SHANGHAI MERCURY."

SIR,—For some time past Shanghai dailies are full of acrimonious correspondence under the above heading and so far arguments urged against the adoption of the new scheme seem to be too potent to be refuted.

But the letter of your correspondent under the heading of "Another of the Public" in your yesterday's issue induces me to say a few words, how much advocates argue upon assumed presumptions. Assuming for argument's sake that the whole scheme of the promoters of the New Wharf Company is adopted which is more than doubtful and that it will be in working order within twelve months, and even granting that the company will be in a position to work to advantage against the old established concerns, one has to balance the probable gain against the greater loss likely to be suffered by the holders of shares in the S. D. & E. Co.

Your correspondent seems to compute the visionary large profits of the New Wharf Company on the presumption that Sh. & H. Wharf Co. and kindred old concerns are very much behind times in every respect and will watch the working of the New Wharf Company with prefect stolidity, overlooking the fact that the well established position and financial facilities of these concerns will, if once they set to work, bring them much ahead of the New Company in no time. Even though the Provisional Directors of the new Company are men of light and leading in Shanghai, what guarantee is there that they will continue as Directors in the new concerns and lend their support in future?

We have noticed how the business of the Shanghai Docks is falling off. So far Messrs. Jardine, Matheson & Co., the agents of the I. C. S. N. Co., and Messrs. Melchers & Co. have been the chief supporters and patronizers of the above company and their representatives are on the board of Directors and when they find that the object of the New Company, which is a part and parcel of the old concern, is to work against their interests, does it at all stand to reason that they will continue their support to the Dock Company as heretofore? The gain, if any, to the proposed New Company will be more than counterbalanced by the actual loss and depreciation to the old concern and what one has to see is the betterment of the Dock Company and its status on a more solid and lucrative basis. Each one for himself and the devil for the rest seems to be the motto and aim of the promoters of the new scheme of which I think the worthy Directors of the Dock Company are quite aware.

The present prospectus issued by the promoters of the scheme does not show the probable earning of the New Company on the capital so that the prospective shareholders might be able to know what return they may expect to get on their investment. The absence of such information clearly shows that the promoters wish the public to build their castles in the air.

Your correspondent need not contrast the management run by the Directors, as against that by the agents. Shanghai public have had before now full experience of the relative advantages and one need not hoodwink them any more. Thus far and no further must be the ruling principle.

Thanking you in anticipation, Mr. Editor, for the insertion of this letter in your valuable columns, I beg to enclose my card,—I am, etc.,

BUSINESSMAN.

To the Editor of the
"SHANGHAI MERCURY."

Sir,—Numbers have waited patiently to see some effort put forth to improve or investigate the causes that have maintained to place our Premier Local Industry in its present undignified position.

Everybody thinks there is some cause and each individual shareholder has his own ideas on the matter. Engineering and Finance unfortunately do not go hand in hand usually; few will dispute the fact that these equally important factors have not existed in combination in the "Docks."

S. C. Farnham, Boyd and Co., Ltd., held for upwards of five years practically complete monopoly of all the work entering this port. The New Engineering Company was the only firm of any importance opposing them.

What has been the result? Desperation, displaying always a feverish and panic stricken readiness to launch any scheme, however ill advised, so long as it offered any means to avert the inevitable downfall of this gigantic mismanaged concern. I am forced to use this strong term. Had the management been sound, the many schemes and proposals submitted to the shareholders could never have been considered for the lasting good of the company, as they all tended to raise the capital which is far too high already.

All the proposals came from the Directors to cover the original mistake made in 1900, when the capital of the then existing companies was almost trebled! Who made this initial error?

Most people will say the Managing Directors, because at this period in the history of the concern these gentlemen had the complete confidence of their shareholders. Under the circumstances what other action could the shareholders take than support the proposals as placed before them? Therefore, I claim that the blame does not rest with the shareholders.

The Directors know this and have been too ready, as I have already said, to listen to the Professional Speculator, and eager to grasp at any plan to save the situation.

I do not think it necessary to enlarge on the absolute necessity of reducing the capital, as late events tend to show that is the intention in the wharf proposal now in view.

To proceed to other causes that have had their effect.

As soon as the Oriental Dock Company was absorbed, the S. C. Farnham, Boyd & Co.'s Directors lost no time in clearing out the staff at the "Young Dock" some justly and others simply because they were "Incomers."

The Old Dock Directors being in the majority, they soon made it apparent that same treatment was to be administered to Boyd and Co.'s staff. It is well known what happened in less than two years.

This disguised feeling of animosity has been the main cause of bringing the strong opposition that opposes the Docks on every side to-day.

When Mr. Twentyman held the reins, his sympathies were entirely with his own men and the work was distributed to his own side of the establishment, so that the man in the street would know who was the power in the land!

Time brought about Mr. Twentyman's retreat and the other Managing Director got his innings. Still, he did not prove himself perfect any more than his predecessor, with the change of government, his special sphere of the last thirty-six years is having its sway.

It could be argued that any change in the Managing Directorate of a concern would bring about different methods. This we readily admit; still, it is the common talk and well known that these evidences of the change of power have existed.

Large sums of money have been sacrificed in this manner, not only in the Manager's office, but in the workshops as well. The competitive feeling of the days before the amalgamation has grown into a bitter animosity amongst the foreign foremen and native workmen brought about by the sway of power.

I have endeavoured to point out some of the main causes for the present predicament, i. e., Over-capitalization, mismanagement and want of harmony right throughout the whole concern.

Who are running the successful opposition in Shanghai, but men whom the dock shareholders have paid to train and could ill afford to lose. Why is this? Mismanagement, nothing else.

In conclusion, it will be advisable to point out that the proposed wharf company is going to rob the dock company of the only property they have to enable them to compete with Japan and Europe for building river and coasting vessels.

Hangyang Iron and Steel Works will soon supply all ship quality steel required in this port as cheaply as it can be imported.

Why kill the docks by taking away their best asset? My candid opinion is to have no more schemes that do not tend to mend the three main causes; rectify them and the docks will soon work out their own destiny!—I am, etc.,

INTERESTED ONLOOKER.

FAIR EXCHANGE, NO ROBBERY.

To the Editor of the
"SHANGHAI MERCURY."

SIR,—"It's a long lane that has no turning," and it really seems as though the holders of "Dock" shares have at last arrived at the turning point in their misfortunes. A pleasant little surprise reached them yesterday in the shape of Circular No. 2 informing them that the magnanimous promoters of the now famous scheme to relieve the Company of a portion of their surplus property, having conceived the happy thought that so much hard cash would probably prove too great a shock to the already shattered nerves of the long suffering shareholders, have thoughtfully withdrawn their threat to pay them in Sycee, and will now allow them to take the amount in shares of the new Wharf and Godown Company!

"Anything for a change" as the herring said, when he got out of the frying pan into the fire!—Yours, etc.,

AMUSED.

Shanghai, 31st October, 1906.

Notices of Firms.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

MR. W. J. SAUNDERS has been appointed ACTING SECRETARY of the above Company as from the 1st November, 1906, and until Mr. JAMES WHITTALL'S return to the Colony.

By Order of the Board of Directors,

E. W. MAITLAND,
Acting Secretary.

Hongkong, 31st October, 1906. [1056

MARINE INSURANCE.

I HAVE this day established myself in SHANGHAI as AVERAGE ADJUSTER and am prepared to undertake the adjustment of General and Particular Average and other Claims.

Telegraphic and Postal Address:
"WADMAN SHANGHAI"

H. P. WADMAN,
Corresponding Associate,
Association of Average Adjusters,
Great Britain.

22nd October, 1906. [1062

Entertainment.

AL FRESCO FETE,
IN AID OF THE FUNDS OF THE
SOCIETY OF ST. VINCENT DE PAUL
TO BE HELD IN THE
Compound of the Roman Catholic Cathedral,
ON
SUNDAY,
11th November, 1906, from 9 P.M. to 11 P.M.
ADMISSION TICKET $1
Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fête only.

THE public is respectfully invited to inspect the various Stalls from 2 to 7 P.M. on the 11th instant during which time Machado's String Band will be in attendance.

Tea and Cakes will be served during the afternoon.

By kind permission of Lieut.-Col. A. G. FITTON and Officers of the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play from 9 to 11 P.M.

Tickets can be obtained from to-day at Messrs. Graça & Co., Hongkong Hotel Stall, and at the Roman Catholic Cathedral Compound on Sunday, the 11th instant, from 9 A.M. to 7 P.M., and at the Gate on the night of the Fête.

Hongkong, 1st November, 1906. [1060

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey, and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequaled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

11

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905. [51

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

LIQUEURS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Apricot Brandy ...	$2.50	Per Bottle Quarts.
Blackberry Brandy	2.50	" "
Cherry Brandy ...	1.75	" "
Cherry Whisky ...	1.60	" "
Croix Jaunne ...	2.75	" "
Imperial Orange Brandy	2.75	" "
Mandarine Brandy	2.50	" "
Peach Brandy ...	2.50	" "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 31st October, 1906. [19

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.

WEEKLY—$13 per annum.

The rates per quarter and per mensem, proportional.

The daily issue is delivered free when the address is accessible to messenger. Outcopies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents: Weekly, twenty five cents.

BIRTH.

On October 29, the wife of G. A. TISDALL, Russo-Chinese Bank, Newchwang, of a son.

MARRIAGE.

On October 31, at Shanghai, LIONEL EDGAR, third son of the late William Canning of Cambridge to ELEANOR MARY (Sissy), eldest daughter of George Richard Barry.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 6, 1906.

THE INDIAN POLICE CONTINGENT.

If the strike among the Sikh policemen engaged by the Municipal Council of Shanghai did nothing else than call attention to the disorderly element among the Indian contingent in the constabulary of the Settlement, and the necessity of adopting radical measures of reform, it served its purpose. Far too long the Indian sections in the Shanghai and Hongkong police forces have been recruited from the riff-raff of India. Whether there is any system of discovering when the men join their previous character and occupation—that is to say, of finding out whether their statements can be corroborated and their testimonials verified—is a moot point. To the ordinary citizen the Indian constables, who parade the streets with an air of arrogance and a display of authority which irritate the peaceable and incite the impulsive to violence, have come from the irreclaimable characters of India. They may be Sikhs or they may be Pathans, but they certainly do not belong to the high caste Rajputs, or if they ever did so they have been cast out as unworthy. Now, in Shanghai, there is an inclination to prevent the recurrence of strikes by recruiting in India direct, so that the men enrolled as constables shall be of recognised good character and repute. Major Hall of the Baluchi regiment and a jemadar are at present in Shanghai with the object of ascertaining the causes which led to the recent friction and to tender such advice as their experience suggests to the Municipal Council on the question of the employment of Indians in police work. In passing, we may observe that it is rather humorous to observe that an officer in command of the Baluchis should have such an important duty conferred on him, especially when we remember how the Baluchi regiment in Hongkong behaved itself some time ago. But that is all past and done with, for the Baluchis of late have been models of decorum and paragons of virtue. The question now is, whether the Indians in the police force can be made to realise that their duty is, not to terrorise innocent natives or act in a domineering manner towards Europeans, but to conduct themselves with honour to their corps and politeness towards the general public? It is stated by a correspondent that if these men were of any standing in their own country they would find no difficulty in joining any of the numerous Indian regiments. Although the pay of a constable in Hongkong may appear larger, the deductions which have to be made for rations and sundry requirements reduce it below the balance which is handed to the Indian private soldier. He also states that by crossing the sea, the Indians lose caste and have to perform numerous religious services on their return to India, which usually involve the greater part of their savings if they are to be received into the fold again. However that may be, the fact remains that many of those in the Indian police contingents have been in trouble all along the China coast during the past few years and they are certainly no credit to their compatriots. That they are a necessary addition to the force must be a fact, otherwise the authorities would have seriously considered the question of abandoning their services long ago. But it is high time that those in charge of the Indians in Hongkong should read them a lecture on their attitude towards the public, whose servants they are. It is useless to give examples or multiply instances, but many will agree that when an Indian has the opportunity of dragging a European through the street he does not always exercise that sweet reasonableness which should attach to strength and authority. Whatever the result of the investigation in Shanghai, it must have a close bearing on the conduct of the Indians in Hongkong, and, doubtless, provided a satisfactory scheme is submitted for dealing with the recruiting of this branch of the force in the Northern Settlement it will come into force in this Colony also.

TELEPHONIC CHANGES IN HONGKONG.

For several weeks, the Telephone Company in Hongkong, officially described as the China and Japan Telephone and Electric Company, has been busily engaged in erecting a new exchange system, which we are told is to revolutionise the service in the Colony. The new exchange is the latest thing in telephone systems and all the occasional stoppages which characterised the old apparatus are to be abolished. Yesterday those on the telephone register had an opportunity of testing the value of the new installation but, of course, it is too early yet for the layman to form an opinion as to the superiority of the present exchange over that which has disappeared. There is no doubt that many a genial temper and equable humour were sadly tried by the eccentricities of the former system. Whether it was the wind and the weather or the perversity of the apparatus itself which frequently rendered the machine useless or a comparative nuisance we do not pretend to know, but this much is certain the telephone had a curious faculty of getting out of order just at the very moment when its service would have been most valuable. This does not reflect on the capabilities of the operators or the methods of the mechanical staff, for there is every reason to believe that they, in their different departments, did everything in their power to provide for the convenience of those using the telephone. Indeed, nothing but praise has to be accorded by all who had occasion to employ the telephone during the hours following the recent disastrous typhoon. The lines were "down" in every direction, circuits were broken and for a time the telephone was more of an ornament than anything else. But with a celerity which was highly commendable and testified to their anxiety to accommodate their customers and patrons, the Telephone Company had matters set aright once more and the wires were working as usual. Naturally this is an argument in favour of underground wires, and if the Company is wise it will profit and no doubt has profited from the experience gained by the succession of storms which swept the Colony in September last. Some new rules with regard to the procedure to be adopted in ringing up the Central for connection with another member have been issued by the Company, and they afford food for reflection and perhaps amusement. For instance, it appears that the operator should answer your ring within ten seconds, and should never be more than thirty seconds in doing so. Considering that there are only some 550 customers on the telephone directory, thirty seconds seems a somewhat lengthy period during which to await the pleasure of the "hello girl"—as she is somewhat flippantly termed in the United States—but we shall probably have seldom to exercise our patience for the maximum time. What will engage the attention of most people is the fact that a sort of musical box has been attached to the telephonic apparatus—a new form of the soft answer which turneth away wrath. Supposing some irritable individual rings up Central and calls for a number, the gentle operator will no longer tell him bluntly that he can't have it because it is engaged. Instead, the soft strains of a musical note will be wafted to his ear, and even if he does indulge in epithets they will be drowned in the cathedral-like echoes of the lost chord. No longer will the operator threaten to report the man of wrath to the manager, or lead the listener into a frenzy by injudicious sarcasm. Again, if your number will not answer—a somewhat vague statement—you will be treated to another nocturne with variations. So that people may sit at home around the cheerful telephone and enjoy all the benefits of a free gramaphone entertainment. In this way the family will be led to a love of music while the savage breast will be soothed. It is just possible that the musical arrangement may come to be regarded as a punishment for sins of omission, the head of the household threatening to turn on the telephone if there is any more clamour but, we trust, that lies in the dim and distant future. In the meantime we can only congratulate the Telephone Company on bringing their apparatus to the highest pitch of modernity and combining with that desideratum all the benefits of the musical world.

LOCAL AND GENERAL.

THE Consul-General for the United States in Hongkong reports that he received the following typhoon warning from Manila Observatory this forenoon: "Cyclone north Yap island western Carolines. Direction unknown."

IN a *Gazette Extraordinary* issued last evening, His Excellency the Governor-in-Council has given directions for the rescission of Proclamation No. 4 of 1906, declaring Manila to be a port or place at which an infectious or contagious disease prevails. The Proclamation has, accordingly, been rescinded.

LANCE-sergeant Appleton, of Yaumati Police Station, summoned the coxswain of the steam launch *Fun Sun* to the Police Court this morning. The charge against him was that of blowing his whistle unnecessarily at 6.30 o'clock on the 2nd instant, while lying alongside a wharf at Yaumati. The man admitted the offence, and Mr. F. A. Hazeland fined him $10.

FO Hing Chai, a cook, employed in the Po Hing Theatre, Yaumati, was arrested last night by P.C. 77 Foley, for blocking the exits of the theatre. He came before Mr. F. A. Hazeland, at the Police Court this morning, and pleaded guilty to the charge. The cook, it appeared, had the exits of the theatre blocked with bath bricks. He was fined $5.

INSPECTOR Warnock, on behalf of Mr. F. J. V. Ribeiro, summoned the bearers of chair No. 355 before Mr. C. A. D. Melbourne, at the Police Court this forenoon, for demanding more than their legal fare, and using abusive and insulting language towards the complainant, on the 30th ultimo. They denied the charge and evidence was called. The Court found the men guilty and fined each man one dollar.

OVER a hundred members of the China Association at Shanghai, and guests, sat down on 31st ult. to the complimentary dinner at the Shanghai Club to Sir Charles Dudgeon, who, with Lady and Miss Dudgeon, leaves Shanghai on Saturday for India, en route to England. Mr. E. P. Skottowe, the new Chairman of the Association, was in the chair, and interesting speeches were made, but we have no space for further reference in this issue. Yesterday afternoon at Mr. H. E. Hobson's house in Bubbling Well Road, Sir Charles and Lady Dudgeon held a farewell reception which was attended by nearly all Shanghai.—*N. C. D. News.*

TAI Chan Sam and Li Tai Tung summoned the master of the Kwong Man Cheong firm, of Nos. 218 and 220, Third Street, West Point, before Mr. F. A. Hazeland, this morning, at the Police Court for infringing certain joss-sticks trade-marks, the sole property of the complainants, Mr. P. W. Goldring, of Messrs. Goldring and Barlow, who prosecuted, informed the Court that the matter had been settled and asked to withdraw the case. It appeared that the defendant firm and the complainants had come to some satisfactory settlement and the defendant firm had agreed to pay all costs and to return to the complainants all the infringed labels. The Court had no objection and the case was withdrawn.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 6th at 12.25 p.—The barometer has fallen over N. China, and risen slightly at most of the other stations.

The depression, which may be slowly filling up, appears to be almost stationary to the S. or S.E. of Formosa.

The high pressure area remains central over the continent to the North of the Yangtze.

N. and N.E. gales will continue in the Formosa Channel and the N.E. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh; fair.

2.—Formosa Channel, N.E. gales.

3.—South coast of China between Hongkong and Lamocks, N. winds, strong.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

S.S. "HANKOW" FIRE.

FINDING OF THE COURT.

At the Harbour Office this morning an inquiry was held into the cause of the burning of the s.s. *Hankow*, on the 14th ulto., at her wharf. Lieut. C. W. Beckwith, R.N., Marine Magistrate, presided, and with him as assessors were Lieut. Henry Butterworth, R.N., of H.M.S. *Tamar*; Captain Edward Bulham, of the s.s. *Empress of India*; Captain Colin Hannat of the s.s. *Sierra Morena*, and Captain John Mattock of the s.s. *Amara*.

Captain Benjamin Roper Branch, Captain of the s.s. *Hankow*, stated that he left Canton on the night of the 13th ulto., the weather being then fine. Nothing unusual occurred during the voyage. He arrived at his wharf at 3 a.m. on the 14th ulto., and after she had made fast, he rang off steam and went to his cabin. There were seven European passengers on board as well as 950 Chinese, and 61 members of the crew. At about 3.15 a.m. he was standing at the door of the chief officer's cabin talking to him about the arrangements for the next trip, when the Portuguese and Indian watchmen went running along the starboard alleyway from aft reported "fire aft." Witness said to the chief officer: "Come along and see what is the matter." He could not then see whether the fire was on the upper or lower deck. They went as quickly as possible down on to the main deck, taking with them two fire buckets filled with water. There was great crush of Chinese passengers trying to get ashore both from the upper and lower gangways. On arriving on the main deck witness saw the fire coming up from the midst of a pile of matting. There was much smoke and the deck was on fire underneath. He then ordered the chief officer to screw on the hose. The fire extinguishing appliance was situated on the port side of the engine-room casing. Witness stayed with the watchmen, and endeavoured to pull down the matting to get at the fire, but it was such a solid block he could not get it down. He then told the watchmen to remain there and try to regulate the passenger traffic through the main deck, to prevent panic. Seeing the rapidity with which the fire was spreading witness went personally on to the upper deck to help them in getting the hose quick. He met the chief officer on the port upper deck, who said the engineers could not get to the engine-room as it was full of smoke and fire, and they were therefore unable to start the steam-pump. Witness told him to start the after hand pump. Seeing the chief engineer coming out of the engine-room, he asked if it was possible to give him steam, and he said it was impossible, as no one could stay in the engine-room. Then he saw two lady passengers standing forward; they were very frightened. He went to them, and they asked if there was any danger. Witness said there was, and immediately took them on shore. He then went back to the fire. He noticed that nearly all the Chinese first-class passengers had left the ship. He then found the fire had spread so rapidly that the Chinese third-class quarters were entirely shut off. The whole of the upper deck was on fire, and so the women's quarters were also shut off. He then went to the gangway and endeavoured to hurry up the passengers to get ashore. The fire went on increasing rapidly so witness had to get to the upper deck, going through the saloon to satisfy himself that there were no passengers left there. The smoke and fire had then penetrated to the ladies' cabin on the upper deck forward and finding it was hopeless to try to do anything he went ashore. He returned immediately to try and save the ship's and his own papers, but he could not get to them. The number of passengers who availed themselves of the opportunity to go ashore on the alarm, would be between 400 and 500. A lot of them had gone before the fire, and there was a constant stream, using three gangways until the end. The Chinese were allowed to use all the gangways. When alongside the wharf the fire arrangements were to couple up the hose so that they could reach to every part of the vessel. There were steam pumps, and auxiliary hand pumps. There was always steam for working the pressure. He could not say how many pounds of pressure he would get, but it was sufficient to cope with any ordinary fire. There were also Corsage's pumps which were used for washing the decks, and they could be used for fire extinguishing. They were fixtures on the deck, and were so placed that with a sufficient length of hose they could reach every part of the ship.

By the Court: Do you ever consider it necessary to exercise your crew at fire stations?

Witness: No, it has never been done.

The Court: Have you any printed fire regulations or instructions, fixed conspicuously about the vessel?

Witness: No.

The Court: Then how do you expect your crew or officers to give any intelligent co-operation in the event of fire?

Witness: The crews are constantly changing so that it is impossible to train the men in any way, and the officers change about once every two or three months. In the event of fire the officers, who are continually on board, and in touch with the Chinese crew, would be able to at once get the crew to deal with any ordinary fire, as the pumps, as I have explained, are always in working order.

The Court: Was it possible for any stowaways to pull out any portion of the matting and then stowaway, and cause the fire by carelessness without any one being the wiser?

Witness: No; they could not pull out any of the matting; they might stow on top without any one knowing, and then by carelessness in smoking might cause the fire.

The Court: How many connections from the engines could you get?

Witness: Three; one on each deck; the hose was kept quite near and handy to the connections.

The Court: Do you think if you had drilled your crew at fire stations, as is customary, they would have been any assistance to you in this instance?

Witness: No, I do not think so.

Continuing, witness said that efforts were made to couple up the hose aft, but it was impossible to do so owing to the thick smoke in the vicinity of the fire. He did not consider it wiser at night, with passengers on board, to keep his electric lights on until morning. They had very good lamps on board.

Mr. Holmes, chief officer, said when the fire was first reported on the morning of the 14th ulto., he was talking to the captain on the saloon deck on the starboard side, when the Indian watchman came running along and reported the fire. The captain then told him to come along and see what was the matter. They went aft on the main deck, and there witness saw flames about eighteen inches from the upper deck on top of the pile of matting. The captain instantly ordered him to couple up the fire-hose, and witness made the necessary connection with the engine-room. He then followed the engineer down to the engine-room, on the lower deck, intending to use the length of hose on the fire-branch which is situated on the outside of the engine-room casing. As soon as he opened the engine-room door a vast quantity of dense smoke rushed through, and they turned back, witness taking the length of hose with him, and making his way to the after end of the saloon deck, where there is a Gossage pump. At the gangway he found the flames bursting out of the after saloon and he could not go any further. Finding he could do nothing there he went on to the wharf to assist with the hoses. There were no printed fire instructions on board the vessel. There were no fire-drills, but in the event of fire he would direct the operations himself. It was useless to drill the men, for they were never the same from one week end to the other; they were so constantly changing.

The Court: Have you any printed form of boat-station regulations in the event of abandoning the ship, on account of wreck or fire at sea?

Witness: No.

The Court: Were all the gangways made available for use by the Chinese passengers, and, if so, how long after the fire started?

Witness: All the gangways were shipped in position before the fire broke out—about five minutes.

The Court: Could the passengers use all the gangways?

Witness: Not on the saloon deck; that was for the use of Chinese first class passengers.

The Court: But after the fire started?

Witness: Then all gangways were in use, and were used by all the passengers.

Some discussion here arose on the subject of stowing cargo on the same deck where passengers were carried, when the President stated that there was nothing in the local regulations to prevent it.

The Second Officer was then called, and said he was just going into his room when he noticed a lot of smoke coming up from aft, and he went to see what it was caused by. As he went along the deck he met the Chief Officer who was trying to couple up a length of fire-hose to the fire-branch. The fire was on the saloon deck when witness first saw it, as it had burst through from the lower deck. Witness then went to the saloon to see if there were any passengers there, so that he could help them ashore. He found there were none, and then made two attempts to get to his cabin to save his papers, but failed in both attempts. He then went towards the forward gangway and met the third engineer, whose cabin adjoined witness's, and who was also trying to get to his cabin to save his papers, but witness told him what the condition of that part of the ship was, and advised him not to attempt to reach his cabin. They then went ashore to lend a hand in any way they could. There were no fire regulations printed and hung up on board, and he had never seen any fire-stations drill carried out on board. There was a boat-station regulation on board, but he did not remember whereabouts on the ship he had seen it, but he thought it was in the saloon. When they had straw or straw-matting as cargo they had it carefully stacked up, to prevent passengers from getting on top.

The Chief Engineer said he came out in the *Hankow* in 187 , and rejoined her as Chief Engineer in 1883. He stopped the engine about twenty minutes before he reached the wharf. That is, he stopped stoking at about 2.30 a.m. to let the fires down. That would enable him to give 40 lbs. pressure on each fire-branch, if he had been able to get to his engines. They generally switch off the electric light about twenty minutes after making fast, as that has always been the custom. They are only kept on to give the passengers time to get ashore. They have very good and efficient lights to take the place of the electric light on board. In the engine-room there were no regulations in case of fire; but communication with the deck was always open, for the purpose of co-operation. Steam was always available for pressure in the main boiler, and there was also a donkey boiler, and hand pumps. There was a speaking tube from the bridge to the engine-room, but it was more usual to send orders down to the engineers by messengers. On the morning of the 14th ulto. witness went below, and met the second engineer, and told him to turn on the steam, and then he found the place was full of choking smoke, so he had to return to the deck. Then the captain told witness it was impossible to do anything, and said he had better get ashore at once. The Chinese firemen had been on the ship a long time; some of them over ten years—they made the ship their home. They knew their work thoroughly, and knew what to do in case of any alarm. Witness had been in the vessel twenty years.

After the tiffin adjournment the second engineer was called, and stated that he tried to get up steam, but it was impossible to stay in the engine-room, so he made his escape over the stokeholds, and went on to the wharf, and there assisted in getting the water on to the vessel. Witness had been eighteen months on the *Hankow*, but he had never seen any fire or boat-station exercises in conjunction with the deck crew, nor had he seen anywhere on board any printed directions by which they might know where to go,—that is, which boat to go to, in case of fire or wreck at sea.

The third Engineer, sworn, said he had been on the *Hankow* two years. When the fire alarm was given he was asleep in his cabin. He was awakened by an unusual noise about 3 a.m. on the 14th ulto., and went forward to see what the matter was. He found there was an alarm of fire, and so he tried to get back to his room to save what he could, but he met the second engineer who told him it was impossible to get back, and then he saw the whole ship was on fire. He saw he could do nothing, so went on the wharf to see what he could do there. He had never seen on board the ship any instructions which would tell him what boat to go to in the event of wreck, collision or fire at sea, should the vessel be abandoned.

Captain Branch, re-called, said he was perfectly certain there were no printed instructions on board the *Hankow* as regards fire and boat stations.

The Court: But one of your officers has stated that he had seen one—how do you account for that?

Witness: He must have been thinking of a former ship; he has only been on board a short time.

The Court: Is there anything unusual in carrying straw matting or braid matting on the passenger deck?

Witness: No, it has been the practice for thirty years—it is a daily occurrence.

Have you any idea as to how the fire arose?—No; all I know was that I saw, the vessel on fire, but cannot say how it originated.

Is smoking allowed on that deck?—Yes! It is impossible to stop it amongst Chinese passengers.

THE FINDING.

After a brief retirement the President announced that the finding of the Court was as follows: We find that the s.s. *Hankow* left Canton on the night of the 13th ulto., for Hongkong, Benjamin Branch being master, and after an uneventful passage made fast to her proper moorings. The *Hankow's* cargo consisted of raw silk, straw matting, and vegetables. The straw matting was stowed on the passenger deck aft. The *Hankow* made fast alongside her pier at 3 a.m. on the 14th ulto., and then certain passengers went ashore, although the greater part remained on board, as is customary, until daylight. That at 3.7 a.m. the alarm of fire was first given aft, amongst some straw matting stowed on the passenger deck. Strenuous efforts were then made by the master and officers to get at it and put it out, using buckets pending the arrival of the fire-hose driven off the main boiler, but without success, owing to the tremendous amount of smoke which found its way into the engineroom making it impossible for anyone to remain down there. That the vessel was well found in fire appliances, pumps, etc., which were constantly exercised for washing decks. The master and officers did all in their power to save life and property, but owing to the rapidity of the fire and the fierceness of the flames, without success. That the Fire Brigade turned out smartly and gave every assistance, supported by a naval pump and contingent under Lieut. Anderson, of H.M.S. *Flora*. That we, the Court, are of strong opinion that, as a precautionary measure, all cargoes of light texture such as straw-braid or matting, when carried, should be so stowed under hatches, or so blocked off or screened off, in such a way as to be impossible of access by any passengers. Also we consider the ordinary fire regulations and boat-stations should be hung up in some conspicuous part of the vessel in these river steamers, and that the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort might be made to cope with it on board. This, in the opinion of the Court, can only be done by constant practice with the crew, and will take some fifteen minutes weekly, if properly organized. We deplore and regret the immense amount of life lost, but after searching inquiry we consider that everything was done that could be done to save life, by the master and officers under the circumstances. Therefore the Court absolves the master and officers from all blame.

CHINAMAN'S MYSTERIOUS DEATH.

FOUND UNCONSCIOUS IN BACK LANE.

A Chinaman, in an unconscious condition, and bleeding freely from the mouth, ears and nose, and with his left leg broken, was found by the police in a back lane at the rear of No 183, Station Street, Mongkok, yesterday afternoon. The matter was communicated to Yaumati Police Station and the unconscious man was removed to hospital. Some minutes later the police went out and arrested two coolies, who, they alleged, know more of the matter than they chose to tell, for it was stated that prior to the unconscious man being found the two coolies were seen near by. They were immediately entered on a charge of maliciously causing grievous bodily harm. A note to the police from the Government Civil Hospital this morning stated that the man died at 8.5 o'clock last night, never regaining consciousness. The police were therefore unable to get the man's name or his dying statement. The charge against the two men now in custody will not be altered to that of murder, unless more light can be thrown on the tragedy, for as far as the case goes at present no one knows how the unfortunate man came by his death. In lieu of evidence the police are of opinion that the man did not meet his death through foul play, their theory being that the deceased while trying to gain admittance to one of the houses by means of the water-spout lost his hold while in mid-air and fell to the street. They will, nevertheless, hold the two prisoners until the inquiries they are now making are completed. The prisoners were placed before Mr. F. A. Hazeland, at the Police Court this morning, who ordered their detention in police custody for one week, pending further inquiries.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Arratoon Apcar*) 8th inst.
American (*Nippon Maru*) 12th inst.
Indian (*Kutsang*) 15th inst.
Canadian (*Athenian*) 15th inst.
Canadian (*Empress of Japan*) 18th inst.

The s.s. *Shawmut* sailed from Yokohama on 4th inst.

The Great Northern s.s. *Minnesota* from Seattle arrived at Yokohama 5th inst.

The Java-China-Japan Lijn s.s. *Tjimahi* left Macassar for this port on 5th inst., and may be expected here on 23th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

ANTI-FOREIGN CHINESE.

ENGLISHMAN MURDERD AT PEKING.

[*From Our Own Correspondent.*]

Shanghai, 6th November, 3.30 p.m.

An Englishman, named Pless, was found murdered at Peking on Saturday.

It is presumed that the deed was committed by disaffected Chinese.

ANOTHER SHANGHAI OUTRAGE.

TWO FOREIGNERS ASSAULTED AND MALTREATED.

TAOTAI'S AID SOLICITED.

[*From Our Own Correspondent.*]

Shanghai, 6th November, 3.30 p.m.

On Saturday, two foreigners left Woosung on a walking trip to Shanghai.

They had proceeded well on their way when, on Sunday evening, they were assaulted and maltreated by a gang of villagers.

One of the foreigners was bound hand and foot and thrown into a creek.

The other escaped from his assailants and hid in the paddy fields all night.

Representations have been made to the Taotai on the subject.

DEATH OF A YOUNG NEW ZEALANDER.

The death occurred yesterday, after a brief illness of Mr. W. E. Crag, a young New Zealander, who had been employed for some time as an assistant in the firm of Messrs. Reiss and Co., Hongkong. Mr. Crag had been residing at the Peak but having suffered recently from an attack of dengue fever, with other complications, he decided to leave his summer quarters for the lower level. Accordingly he came to the city yesterday morning and made arrangements to resume apartments which he had previously occupied. In the afternoon he was found dead in his rooms. One of the sad features of the case is the fact that preparations had been made for his marriage to-morrow to a young lady who had just arrived in Hongkong from New Zealand.

SALVING THE "SORSOGON."

SATISFACTORY PROGRESS OF OPERATIONS.

For some days past operations have been in progress by members of the Kowloon Dock staff for the refloating of the American s.s. *Sorsogon* which foundered off the sheer-legs on the 18th September last. The wreck has since been sold to the Dock Co. for $4,300 who are raising the wreck on their own account. The dredger *Canton River*, so useful in the successful refloating of the *Kinshan*, takes a prominent part in salving the *Sorsogon*. She has been moored near the wreck with pumps aboard working steadily to lift the submerged vessel. To assist in refloating the *Sorsogon* two wooden cofferdams were built by the Dock Co.; with these and other salving appliances employed the *Sorsogon* should be on the surface again by next week. When repaired it should prove a profitable venture for the purchasers of the wreck.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 3rd to 5th November, 1906. The following returns were made:—

CAPTAIN'S CUP.

Lt. R. M. Crosse, R.G.A.†	90	10	80
Mr. T. B. Norrie	88	7	81
Hon. Mr. F. J. Badeley	91	10	81
Hon. Mr. W. J. Gresson	94	12	82
Mr. T. C. Gray	97	9	88

MAY CUP.

Mr. F. Paget Hett*	100	18	82
Mr. P. Tester	105	23	82
Major H. Broke, R.E.	100	17	83
Mr. J. R. Wood	105	18	87

POOL.

Lt. C. B. Down, R.G.A.‡	83	4	79
Lt. R. M. Crosse, R.G.A.	90	10	80
Mr. H. T. Butterworth	93	12	81
Mr. E. J. Grist	83	1	82
Hon. Mr. W. J. Gresson	94	12	82
Mr. A. Broke-Smith	93	9	84
Mr. T. C. Gray	97	9	88

† Winner of Captain's Cup.

* Tie for May Cup.

‡ Winner of Pool.

The next competition, for the Robertson Farewell Cup, will be held at Happy Valley from the 10th to 12th November, 1906.

TELEGRAMS.

[*Reuter's.*]

Storm in the Riviera.

LONDON, 4th November.

A great storm, accompanied by a tidal wave, has done much damage in the Riviera.

Nine torpedoers have been wrecked at Toulon, and the shipping has suffered severely.

The Borough Elections.

The elections for the Borough Councils in England show a sweeping victory for the Moderates. In London the Progressives and Labourites were everywhere routed.

Later.

Mr. Balfour, in a speech in London, on the Borough Council elections, said that the results showed the country was beginning to see through the platitudinous pretence, by which the Government obtained office.

North Pole Exploration.

Advices received at Hopedale, Labrador, state that the explorer Peary is returning, after having reached 87.6 deg. the farthest north yet achieved.

The Governorship of New York.

The campaign for the governorship of New York surpasses all previous elections for passion and vehemence.

Later.

President Roosevelt, being unable to personally participate in the governorship of New York, has commissioned Mr. Root to declare that the election of Mr. Hearst will injure and discredit honest labour and honest capital. Mr. Root denounced Mr. Hearst as a deliberate demagogue, an exploiter of sensationalism, an apologist for the murderer of President McKinley, and an upstirrer of useless discontent. After Mr. Root's speech, the betting on Wall Street in favour of Mr. Hughes, advanced to 4 to 1.

Wireless Telegraph Convention.

The Wireless Telegraph Convention has been signed. It is understood that the British Delegate is satisfied with the results and believes that naval interests are fully safeguarded.

MANILA SHIPBUILDING CONTRACTS.

HONGKONG AWARDED PART.

It will be remembered that, on the 27th September last, we printed in a special telegram the detailed tenders for the building of four vessels for the Quartermaster's Department of the U.S. Army in the Philippine Islands. The Hongkong Dock Co. and the Shanghai Dock Co. were the only firms which submitted tenders covering all the works. We now learn that the contract for building the steel launch has been awarded the Hongkong and Whampoa Dock Co., Ld., at the cost of $17,540 (gold), the launch to be completed in 7½ months. The award for the sea-going tug, the stern-wheel steamer and the hull for a steam launch has been held in abeyance.

CANTON DAY BY DAY.

SIR MATTHEW NATHAN'S INVITATION DECLINED.

[*From Our Own Correspondent.*]

Canton, 5th November.

The British Consul-General here transmitted to H.E. Viceroy Shum a telegram from the Governor of Hongkong, H.E. Sir Matthew Nathan, inviting the Viceroy to pay him a visit when he reaches Hongkong, *en route* for his new post. The Viceroy has declined the invitation on account of his ill-health.

PROPOSED RAILWAY BANK.

A certain wealthy gentleman of Canton has consulted with Mr. Lo Po Shun, a member of the committee of the Yuet-han Railway Co., with the view of establishing a banking corporation in connection with the railway company with a capital of $4,000,000. This gentleman volunteers to subscribe half of the capital, if the company subscribe the other half. A meeting of the company will be called in a few day's time, to consider the matter.

"SAMPAN" PIRATES EXECUTED.

On the 3rd instant, three pirates, who were charged with being privy to the raid on the s.s. *Sampan* were beheaded on the Execution Grounds, by order of the Viceroy. On their way to the grounds, they showed not the slightest sign of fear and sang and chatted gaily as they went along.

THE RICKSHA ROYALTY.

The Po Wun Company has applied to the Sin Hau Kuk (Board of Reorganisation) for the privilege of running rickshas on the new bund for an annual royalty of $15,000 for a term of 10 years. In reply the Department states the standing royalty for the privilege for this ricksha traffic is quoted at $20,000 for a term extending three years only and that the Company's application will not be granted on the aforesaid conditions.

CANTON CHAMBER OF COMMERCE.

About a month ago a committee of about 50 members of the Canton Chamber of Commerce were elected unanimously, but the positions of president, and vice-president have not yet been decided upon. Telegraphic instructions have now been received from the Board of Commerce (Shangpu) at Peking, asking the Chamber to furnish the Board with a list of the different officials of the Chamber, together with the names of the president and vice-president, for registration. A public meeting will be held on the 6th instant, to elect these officers and the names will be transmitted to the Shangpu at an early date.

THE CANTON-HANKOW RAILWAY.

H.E. Viceroy Chang Chi-tung wired to the Board of Commerce and H.E. Viceroy Yuan Shi Kai, requesting them to send Mr. C. W. Kinder, the British engineer of the Pei Yang Railway, to the South to be the Chief Engineer of the Canton-Hankow Railway. It is understood the application has been refused.

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

THE WHARF AND GODOWN SCHEME.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of the above company was held at 26, Broadway, Shanghai, on 1st inst., for the purpose of considering a proposal which had been made by thirty-eight shareholders for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and International Docks.

Mr. John Prentice (Chairman) presided.

The Secretary read the notice convening the meeting.

The Chairman—Gentlemen, this meeting as you have heard has been called by thirty-eight shareholders and I believe Mr. Taylor is going to propose a resolution. Mr. Taylor!

Mr. Taylor—I will not propose it. Mr. Hogg will.

Mr. E. Jenner Hogg—I rise formally to propose the following resolution, of which notice has been given:—"That the directors be and they are hereby authorized to dispose of the property known as the Old Dock, situated in Hongkew, and of part of the property situated between the Cosmopolitan and the International Docks, as lately advertised in the public press to a new company to be styled "The ——" for the following consideration, namely, that each shareholder in the Shanghai Dock and Engineering Company, Ld., shall receive one fully paid-up share of the value of Tls. 25 in such new company for each share held by him in the Shanghai Dock and Engineering Company, Ld.—I am aware that an amendment is to be put, and I shall therefore not speak on this resolution. It is an amendment which has my full concurrence, and it will be brought forward after this resolution has been seconded.

The resolution was seconded.

Mr. F. E. Taylor—The promoters of the scheme to be submitted to you to-day have been informed that the wording of the resolution, as read to you, does not sufficiently safeguard the interests of the shareholders in the Dock Company; and as it has been taken in hand for your benefit, they have had it amended by a lawyer, and have deputed me to move it, as redrafted, in the form of an amendment to the original resolution. I, therefore, beg leave to propose the following amendment:—

That resolution No. 1 shall read: "That the Directors be and they are hereby authorized to dispose of the property known as the Old Dock situated in Hongkew and of part of the property situated between the Cosmopolitan and International Docks as lately advertised in the public Press to a limited company to be incorporated under the Hongkong Ordinances with a capital of Tls. 1,780,000 in shares of Tls. 25 each and having for its principal object the construction of wharves and of godowns on the property to be sold, and the carrying on of the business of wharfingers, and that the consideration for such sale shall be the sum of Tls. 1,380,000 to be satisfied by the allotment issue to this Company or their nominees of 55,200 fully paid-up shares in the capital of such proposed new Company."

I may mention here that the second resolution regarding the reduction of capital will not be moved, as we are advised that it is unnecessary and premature at this stage. It concerns a matter which may be left to the Directors, and which would not be convenient to deal with until the arrangements with the new Company are satisfactorily completed. Before saying anything regarding the amended resolutions, I wish to correct certain misconceptions, I might almost call them wilful misstatements, which have been current lately. It has been said that the scheme now to be proposed has been invented by certain speculators for the purpose of influencing the market: that it is not intended to materialize: that if it does materialize it will not pay: and that even if it pays you can expect no return for at least four years. Every one of these statements is untrue. The scheme owes its inception to Mr. A. M. Marshall, and has been elaborated by him in consultation with some of the keenest business men in the place. Since his election to the Board, Mr. Marshall has been very active in our interests, and as his own business has made him aware of the pressing need for more facilities for the discharge and storage of cargo, he has conceived the idea of benefitting the shareholders of this Company by showing them how they can make a profit by supplying that need. If you pass the amended resolution the scheme will rapidly take concrete form, and I shall shortly lay before you figures showing that there need be no fear of failure. Above all things I wish to make it clear that this is an honest scheme. Past experience may have made you a little shy of "definite offers" and the like, but I beg to assure you that this scheme has been taken in hand, with the object of benefiting the shareholders of the Dock Company and that no one else will make anything out of it. There is another point I wish to touch on. The letter signed by thirty-eight shareholders was a preliminary proposal intended for the information of the Directors, specifying the business to be transacted at this meeting, as required by paragraph 63 of the Articles of Association. It was not intended to be circulated as an offer to the shareholders, nor to be considered as the definite form of a resolution to be submitted at this meeting. Since the letter was sent in, the promoters of the scheme have been hard at work considering ways and means. The first idea of offering alternatively cash or scrip has had to be abandoned, in order that the debenture money may be more easily raised. But you will understand that the scrip offered is of higher face value than any cash offer could have been under present circumstances. Now, gentlemen, you are aware that we have certain valuable property that practically gives us no return. The passive policy of letting it alone with the idea that it would increase in value every year may have had something to be said for it in the past, but we consider that the time has come to do something of a more active nature. So much potential wealth must not be wasted, and it would be altogether unreasonable if our desire to develop our property in the most profitable way were to give rise to antagonism or to the impression that we wish to enter into damaging competition with similar existing institutions. There are three ways in which this property might be dealt with. Under happier circumstances it might be used in the extension of our present business; but conditions I need not enlarge upon do not encourage this plan; besides, we have other land available for that. We might sell it outright for cash if we could secure a suitable offer. There are those who are anxious to obtain the property at their own figure, and who think that by waiting long enough they will succeed. In this I hope you will show they are mistaken. They would only purchase to make a profit out of the deal, and it would seem the wisest plan to dispose of it to ourselves and make the profit ourselves. This is what is intended by the scheme submitted to you to-day. It is proposed to develop this valuable property in such a way that the shareholders of the Dock Company will get the full benefit without being called upon to put their hands into their pockets. And that is the way it is proposed to carry out the idea. A new Wharf and Godown Company, entirely separate from the Dock Company, will be floated with a capital of Tls. 1,780,000 in 71,200 shares of Tls. 25 each, 55,200 fully paid-up shares will be allotted to the Dock Company, and will represent a payment of Tls. 1,380,000 for the Old Dock and for 110 mow of waste land between the Cosmopolitan and International Docks. The remaining 16,000 shares will not be issued until the business of the new Company justified or demand more capital. The actual cash for developing the property will be provided by means of 7 per cent debentures to the amount of Tls. 1,220,000 to be issued as funds are required; and the placing of these debentures will be the work of the Committee to be nominated by you. I am authorized to say that, once you have given the Committee the necessary authority, there will be no difficulty in this matter. The first question we have to ask ourselves is whether the amount to be raised by debentures will be sufficient to develope the property. Three independent sets of estimates have been drawn up, and we have selected figures rather in excess of the highest, so as to be on the safe side. We find that Tls. 400,000 will cover the cost of building six four-storeyed godowns on the Old Dock property, fully equipped with electric lifts, electric light, water supply, hydrants, etc., as well of partially filling in the Dock, leaving a space for lighters to enter and discharge. The expenditure on the Cosmopolitan property will be Tls. 600,000, and will provide six four-storeyed godowns, together with wharves, rails, docks, cranes, lifts, etc. This makes a total expenditure of Tls. 1,000,000 and leaves us with Tls. 220,000 for interest and contingencies. The next question to be considered is whether the enterprise will pay, and I may say that we have already received assurances of a considerable volume of business. In the Old Dock we shall have storage space for 2,700,000 cubic feet of cargo. The current rate for storage appears to average over one and a half tael cents per cubic foot. I admit that this is a rough approximation. Charges are made by the picul, cask, case, bale, cubic foot, etc., but I assume that they all bear some relation to the space occupied. I have here a list of charges, and judging from the rates per cubic foot, the average I have taken seems fair. Now assuming that our space is only half occupied and that the rate is only three-quarters of a tael cent, the Old Dock property should earn Tls. 121,500 per annum. On the other side we shall have storage space for about 3,600,000 feet, which on a similar basis of calculation should earn Tls. 162,000 per annum, or a total for the two properties of Tls. 283,500. As the working expenses would be more than covered under ordinary circumstances by the dues paid by steamers, and by the storage in the open of coal, timber, old iron and other cargo, this would be sufficient, after paying the interest on the debentures, to allow a dividend on the shares of over 14 per cent. This, Gentlemen, is the scheme we propose for the development of part of your unremunerative property, and it rests with you to decide whether you will sanction it. It will deduct nothing from the dividends you receive from the Dock Company, as the earnings of the Docks will not be lessened. Giving up the Old Dock will be a saving, not a loss of income, and the 110 mow of land on the other side brings you in nothing. On the other hand the scheme promises a handsome dividend which cannot be earned under present conditions. The criticisms of the scheme that I have heard can be easily disposed of. There are still people in Shanghai who do not realize the pace at which the trade of the place continues to grow and they argue that only the unusual conditions of the past year are responsible for the large profits lately made in godown business. They forget the number of men, by no means foolish, who have considered it to their advantage to erect godowns in various parts of the Settlement, and they forget the influence likely to be exercised by the work of the Conservancy Board and by the extension of the railway. Neither do they seem aware of the difficulties at present experienced by shipowners in finding accommodation for the discharge and storage of cargo. Judging from the past and looking to future expansion, it seems a safe prophecy that your property, if developed as suggested, will double in value within ten years. One thing you may be sure of: if we do not take this scheme in hand, others will do so and will make the profits we ought to secure for ourselves. An argument against the scheme is that the shareholders will raise antagonism in certain quarters and alienate business from the Dock Company. This seems rather far-fetched, as the business of the Dock Company depends on a management which gives good work for reasonable prices and shows a proper energy in securing patronage. Moreover, by advertising the land for sale the Directors have shown that they recognize the advisability of disposing of it, and the use we propose to put it to is probably what any purchaser would do with it. Further, doubts are expressed as to whether the debenture money can be raised and about the payment of the interest,

[*Continued on page 6.*]

KINDNESS REPAID.

THEFT OF A TYPEWRITER.

George E. Steel, an American, was arraigned before Mr. C. A. D. Melbourne, this morning, at the Police Court, on a charge of stealing an Underwood typewriter valued at $250, the property of the Oriental Construction Company, on the 1st instant; and D. Meyer was charged with receiving the said typewriter, well knowing it was stolen, and pawning it.

The first defendant denied the charge of theft, while the second defendant averred that he did not know the typewriter was stolen when he took it to the pawnshop.

Evidence was led. A representative from the Oriental Construction Company said that the first defendant was allowed the use of the typewriter in his office at all times when the machine was not being used. He had been using it for some time. Last week witness went to Canton, and on his return he found the typewriter missing. He wrote to Steel about it, but received no reply. He went in search of Steel, and after some days found him in a local tavern. He inquired of him where the typewriter was and he was told that it was pawned. He then asked Steel to go with him to the police station, which he did willingly. At the station Steel said that he gave the typewriter to Meyer, who pawned it for $50. This led to Meyer's arrest.

The pawnbroker was called and he recognised Meyer as the person who pawned the typewriter. Meyer on the other hand satisfied the Court that when he took the machine from Steel he thought the machine was Steel's property.

His Worship found Steel guilty of theft and sentenced him to three weeks' hard labour, while Meyer was discharged.

THE WANCHAI BRAWL.

JAPANESE PLEADS GUILTY AND IS CONVICTED.

The case against the three Japanese, of Hillside Terrace, Wanchai, who were charged with knifing one of their compatriots on the 27th ultimo, and who were held by the police pending the arrival of news from the Government Civil Hospital as to the wounded man's condition, was yesterday concluded at the Police Court. The complainant, one Gisabuso Abata, although suffering from multiple knife wounds, had recovered sufficiently to leave the hospital. The complainant and defendants and a number of other Japanese, it will be remembered, were having a drinking bout in their house. Before many hours had passed three bottles of whisky and a good many bottles of beer were consumed. After this a quarrel ensued and the defendants were alleged to have attacked complainant with knives. Streaming in blood the complainant made his way into the street, where he was met by a policeman, who took him to No. 2 Police Station, and the defendants were later arrested. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for one of the defendants, who admitted the charge. The other defendants denied everything. Mr. Grist begged for a light sentence, averring that the man was drunk at the time. Mr. C. A. D. Melbourne, who heard the case, fined the first defendant $25, the remainder being discharged.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.

Buyers:—National Banks $47, Hongkong Fires $332½, China Fires $95, H.K., C. and M. Steamboats $27, Shell Transports 31/-, Dairy Farms $17, Electrics $15, Tramways $215.

Sellers:—Unions $775, Cantons $300, Indo-Chinas $73, China and Manilas $23, Douglases $40, China Sugars $145, Raubs $9⅛, Hongkong Docks $151, Kowloon Wharves $90, Hongkong Lands $105, West Points $50, Cottons $13, China Borneos $10, China Providents $9.25, Cements $19, Ices $236, Ropes $23, China Light and Power $10, A. S. Watsons $12¾, Powells $8.

Sales:—Hongkong Banks $817½, Watsons $12¼.

Nominal:—Shanghai Docks Tls. 104, Hongkew Wharfs Tls. 232, Hongkong Hotels $112½, Humphreys Estates $11½.

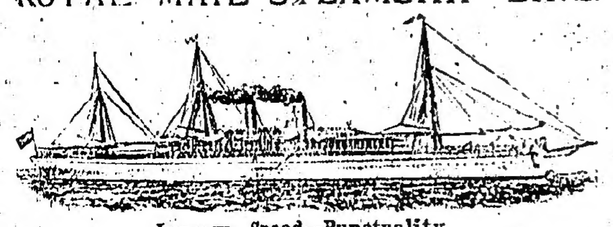
TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2/3½
Do. demand	2/3 7/16
Do. 4 months' sight	2/3 15/16
France—Bank T.T.	2.88
America—Bank T.T.	55½
Germany—Bank T.T.	2.34
India T.T.	170½
Do. demand	171
Shanghai—Bank T.T.	72⅞
Singapore T.T.	2 % prem.
Japan—Bank T.T.	112
Java—Bank T.T.	138
Buying	
4 months' sight L/C.	2/4⅛
6 months' sight L/C.	2/4 5/16
30 days' sight San Francisco & New York	56½
4 months' sight do.	57⅞
30 days' sight Sydney and Melbourne	2.4¾
4 months' sight France	2.93
6 months' sight "	2.94½
4 months' sight Germany	2.40
Bar Silver	32¾
Bank of England rate	6 %
Sovereign	8.66

To-day's Advertisement.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, November 22	December 19
"ATHENIAN"	3,882	WEDNESDAY, November 28	December 22
"EMPRESS OF JAPAN"	6,000	THURSDAY, December 20	January 7
"MONTEAGLE"	6,163	WEDNESDAY, December 26	January 19
"TARTAR"	4,425		
"EMPRESS OF CHINA"	6,000		

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES, (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,
Hongkong, 25th October, 1906. *Corner Pedder Street and Praya.* [13

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	*TIANSANG*	WEDNESDAY, 7th November, 4 P.M.
MANILA	*YUENSANG**	FRIDAY, 9th November, 4 P.M.
SHANGHAI	*HANGSANG*	FRIDAY, 9th November, 4 P.M.
SAMARANG and SOURABAYA	*HOPSANG*	SATURDAY, 10th November, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th November, 1906. [6

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY, MANILA, CEBU and ILOILO	"KAIFONG" *	8th November.
SHANGHAI	"KIUKIANG" †	9th "
TIENTSIN	"KWEICHOW" †	10th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" * ‡	12th "
MANILA	"TEAN" *	14th "

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th November, 1906. 9

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 10th Nov., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 17th Nov., at Noon.

For Freight or Passage, apply to **SHEWAN, TOMES & CO.,**
GENERAL MANAGERS.

Hongkong, 3rd November, 1906. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship About
"BRAEMAR" .....16th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 3rd November, 1906. [8

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.

RHENANIA	Capt. v. Hoff	7th November.
HOHENSTAUFEN	" Jaeger	2nd December.
SILESIA	" Bahle	2nd January.
SCANDIA	" v. Dochren	1st February.
HABSBURG	" Filler	4th March.
RHENANIA	" v. Hoff	3rd April.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHENANIA	Capt. v. Hoff	24th December.
HOHENSTAUFEN	" Jaeger	11th January.
SILESIA	" Bahle	8th February.
SCANDIA	" v. Dochren	22nd March.
HABSBURG	" Filler	5th April.
RHENANIA	" v. Hoff	17th May.
HOHENSTAUFEN	" Jaeger	14th June.
SILESIA	" Bahle	12th July.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA.RHENANIA ..... 7th November.
FOR SHANGHAI, KOBE & YOKOHAMA.ANDALUSIA ..... 13th November.
FOR SHANGHAI, KOBE & YOKOHAMA.AMBRIA ..... 26th November.
FOR SHANGHAI, KOBE & YOKOHAMA.HOHENSTAUFEN. 2nd December.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at throughrates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR ANTWERP and HAMBURG	TEUTONIA	8th Nov.
FOR HAVRE, BREMEN and HAMBURG	BRISGAVIA	15th Nov.
FOR HAMBURG	SEGOVIA	24th Nov.
FOR HAVRE, ANTWERP and HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & H'BURG	RHENANIA	14th Dec.
FOR HAVRE and HAMBURG	C. FERD. LAEISZ	22nd Dec.
FOR HAVRE and HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & H'BURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE and HAMBURG	ALESIA	25th Jan.
FOR NAPLES, HAVRE and HAMBURG	SILESIA	8th Feb.

Hongkong, 5th November, 1906. [654

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"MERIONETHSHIRE"
will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship
"FLINTSHIRE"
on or about the 20th November.

For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th October, 1906. [1011

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"DAKOTAH"
will be despatched for the above Ports, on or about the 21st November, 1906.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th October, 1906. [1034

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th October, 1906. [1052

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS.
Will be sent to VALPARAISO if sufficient inducement.

THE Steamship
"KASATO MARU," 6,000 tons.
Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to
K. MATSDA,
Manager,
York Building.

Hongkong, 4th October, 1906. [848

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at Malabar Coast).

THE Steamship
"YEDDO,"
Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 3rd October, 1906. [975

To Let.

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—
X. Y. Z.
C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—
JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vœux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—
HO TUNG,
Compradore Department,
Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIPON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th September, 1906. [72

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—*Telegraph*, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mai The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

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Notices of Births, Deaths, and Marriages, $1 each insertion in the Daily and Weekly.

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Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

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Job Printing of all descriptions undertaken,

PROGRAMMES,
PAMPHLETS,
CARDS,
CIRCULARS,
EXPRESSES

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

THE SHANGHAI DOCK AND ENGINEERING CO., LTD.

[*Concluded from page 5.*]

The answer is that inquiries have made it clear that the Committee will be able to get what is wanted, that we shall shortly be able to pay the interest out of earnings and that we shall have ample funds to meet the interest before that time arrives. You must not be led away by the wild talk indulged in by interested parties who say that nothing can be earned for at least four years. The Old Dock property should be completely developed in twelve or at most fifteen months, and eighteen months will be sufficient to develop the property on the other side. I am told that we can begin to earn something before everything is completed. The objection that if we wait longer we shall get more for the land appears to me particularly futile. The result of offering the land for sale shows that the present offer is favourable, and it would be foolish to wait an indefinite period in the hope of getting an extra lakh or two when we can send up the value of the property immediately by developing it, and earn a handsome dividend into the bargain. You must not forget that capital at 7 per cent doubles itself in about ten years, but there is no prospect of our land, if left undeveloped, increasing in value at that rate. I wish strongly to impress upon you that if you pass this resolution you will simply authorize the proposed Committee to carry out the project if they find it feasible. Without your authority they can do nothing: for instance, they cannot make arrangements for placing the debentures. We pledge ourselves that at the Confirmatory Meeting the Committee will present a full report in which they will inform you whether the estimates of expenditure are within the mark, whether the profits expected are likely to be realized, and whether the debenture money can be raised without any difficulty. If you are not satisfied with the report, or if in the meantime a better offer has been received, you need not confirm your decision of to-day and you will have lost nothing. On the other hand, if you pass the resolution, you will obviously be in a much stronger position for dealing with any offer that may come along. There is some vague talk of expected offers, and you will make it clear that they must be better than Tls. 1,380,000. In other words you start competition which is healthy, and under any circumstances the report of the Committee will be an excellent advertisement as it will show what can be done with your property. Gentlemen, we are passing through hard times. Our shares show a serious depreciation and our dividends have fallen. It is time we did something to help ourselves by pulling together. This is an honest and practicable scheme which men well able to judge are convinced will be very profitable, and the opposition to it in certain quarters shows that success is anticipated. Seeing that you will have an opportunity of reversing your decision at the Confirmatory Meeting, if not entirely satisfied with the report of the Committee, I urge you to give it a chance and to see what the able and experienced men to be nominated under the next resolution can do for you. (Applause).

Sir Charles Dudgeon—Mr. Chairman and gentlemen. I have much pleasure in seconding the amendment proposed by Mr. Taylor. You have heard the very full manner in which he has explained the scheme, and it is therefore not necessary for me to say anything further. I would like to say it seems to me that seeing the amount of dead assets which we hold in this company that it is a business-like proposition that we ourselves should take up the question of developing these dead assets, for the benefit of the shareholders in this company. That seems to me a perfectly sound business proposition. I have nothing more to say but that I second the amendment.

The Chairman—Has any gentleman got anything to say?

Mr. Holliday—I rise in support of Taylor's amendment to the resolution. He and Sir Charles Dudgeon have already dealt so fully with the matter that there does not appear anything left for me to say by way of elucidation. This I would like to say. I have been into the matter somewhat closely with the promoters and, as Mr. Taylor will tell you if you ask him, all the awkward questions a misplaced ingenuity could suggest. In the end I had to admit that taken all round the scheme was sound and feasible. At any rate one thing was perfectly clear; it was no device on the part of the bulls or bears to boost up or to run down the shares of the company, but a business-like and genuine attempt to turn a non-dividend earning asset into a dividend-earning one. We ought to look at the matter in the dual capacity of prospective shareholders in the new company and shareholders in the Dock Company. Really and truly our interests are so identified that it is impossible to distinguish between them. Now as to the scheme itself. As far as my limited experience goes there is room for another godown company in Shanghai, and I believe one which will take for its motto civility and efficiency is tolerably sure of success. (Applause). Of course in a commercial undertaking there is always a risk, and we shall no doubt have our lean years as well as our fat ones. But I cannot help thinking that a fair return of capital over a series of years is practically certain. I should like to emphasize the point that, granted a new godown company is to be started, we are the people of all others at the present moment best suited to start it. We have already got our shares in the Dock Company, and we shall continue to get a return on them, perhaps of Tls. 18 or 20 a year (laughter) so we can wait for the completion of the development of the property in a way that others, who had to pay for their shares in cash, would be unable to do. When the development is completed we shall still be getting our Tls. 18 or Tls. 20 on the Dock and in addition whatever dividends the new company may earn. In conclusion I commend Mr. Taylor's amendment to your favourable attention. (Applause.)

Mr. A. L. Anderson.—There is one thing that Mr. Taylor did not make quite clear in his

able speech, and that is how, after the ten months have elapsed during which the Dock is to be partially filled up, these magnificent godowns are to be built, with electric light and lifts and cranes, how at the end of the first twelve months when the debenture interest falls due it is intended to pay it without any money. Does he expect to be able to pay the 7 per cent interest on the debentures after two months' working? I should be glad to hear how it is to be done. I do not for one moment suppose that the principal would be used to pay the interest.

Mr. White Cooper—The answer to that seems to be so simple that I am really somewhat surprised at its having been put at this meeting. This company will not be the first company that will have taken some little time to complete its works. The usual practice at home in cases of this kind is to borrow more money than is required. The surplus of the borrowed money is then applied in payment of interest until the earnings of the company are sufficient for it to pay the interest for them. Of course if you were to pay interest on borrowed money out of your share capital you could not pay any dividends upon your capital until you had repaid the interest on the borrowed money. But if you have borrowed sufficient money to pay the interest there is no necessity to pay it from the earnings straight off. That is the answer to the question, and it is done at home year after year in the case of railway companies and other concerns which are not in a position to pay interest until certain works have been completed.

Mr. A. L. Anderson—Then I understand that part of the principal of the debentures is to be devoted to the payment of interest.

The Chairman—Exactly.

Dr. Reid—Having invested a little money in Messrs. Farnham, Boyd & Co. I have learnt to be a little hesitant about investing money in any other company. (Laughter). The gentlemen who have spoken are practical men and business men, and they have not spoken many words in favour of the Dock Company, but they have spoken in favour of the proposed company. But I am not perfectly satisfied that things are so favourable, and I do not wish to sail out on a new ship and face a new storm. It has been said it would be very easy to secure the money to pay the interest. Very well, then let the men who can secure the money and interest pay the Dock Company for its valuable property. I am ready to take my Tls. 2; and let the money go into the Dock Company, and let us use it for the development of its work. I am not willing to go into a new company. One is enough for me. (Loud laughter) I do not know how many propositions have been brought forward. New propositions are always being discussed, and now comes this mammoth proposition. The promoters are most sanguine. It is magnificent. They say that money is sure to come in, and that a dividend of 14 per cent will be paid. Well let the money come right in—let it walk right in, but let these gentlemen pay the Dock Company for its valuable property.

Mr. Taylor—Perhaps Dr. Reid would make an offer to rent the land at the opposite side to feed cows on.

Mr. Read—I am prepared to take over Dr. Reid's interest at to-day's quotation straight off.

Dr. Reid accepted the offer.

Mr. Nielsen—Unfortunately I was unable to follow the discussion. The various speakers must have given some details of the profits expected of this concern. I do not know whether they have given us any hint of what we are to earn. I should like to ask how they have arrived at their figures, and if they consulted any technical people. We all know of course that Mr. Marshall and another gentleman represent big steamship companies, and naturally there is nothing more desirable as far as their business is concerned but to get more wharfage. I sympathize with them. If we were in the same position we should want to get the same thing. What I want to know is on whose authority the earnings of the company are based. I have consulted some people whom I consider authorities on the point, and if I have this question answered I shall be glad to give you what my authority says about the expected future earning capacity of the company.

The Chairman—I call upon Mr. Taylor to answer.

Mr. Taylor—I think Mr. Nielsen had better look at the report of my speech in the paper to-morrow. I do not wish to repeat all I have said.

Mr. Nielsen—I am sorry you will not repeat it. I consulted a technical expert—(Cries of Name! name! name! as the speaker endeavoured to continue.)

The Chairman—What was the name of the expert?

Mr. Nielsen—I should have to ask his permission first (Laughter).

Mr. Anderson—The figures laid before us were by Mr. Taylor himself. They were laid before us on the authority of Mr. Taylor, who, as we all know, is an authority—on gold mining in Weihaiwei (Laughter).

Mr. Taylor—I told you what the space in the godowns would be. I can let you figure it out yourself. It seems to me a very simple proposition.

Dr. Reid—I would like to have the views of this other man. Why can't Mr. Nielsen give them without the name?

The Chairman (to Mr. Nielsen)—Can you give the figures without the name.

Mr. Nielsen—He said that if this company were started with a capital of Tls. 950,000, about one-third of what it is intended to start with, in his opinion it would be able to earn six per cent under very favourable circumstances. How much would be earned on a capital of Tls. 3,000,000 you can probably figure out for yourself by rule of three.

Dr. Reid—I should like to know the opinion of the Directors.

The Chairman.—The Directors are neutral.

Dr. Reid.—They should have formed some opinion. The responsibility rests largely with them.

A Shareholder.—You have sold your shares.

The Chairman.—The Directors decided to leave the matter entirely in the hands of the shareholders. It is entirely in your hands to decide what you would think best for the company. If no other gentleman wishes to say anything I shall put the amended proposition to the meeting.

Dr. Reid.—I should like to know whether the men who formed the proposition are willing to purchase the property.

The Chairman—r. Reid, you have heard he amended proposition which was proposed y Mr. Taylor. They do not propose to pay sh for it. They propose to give a Tls. 2t are to every shareholder in the Dock Company. Mr. Taylor stated that quite clearly.

The amended resolution, proposed by Mr. aylor and seconded by Sir Charles Dudgeon, as then put to the meeting and declared assed, 36 hands being shown in favour, and against. (Loud applause.)

The Chairman.—I will now put before you the resolution proposed by Mr. J. E. Hogg.

Mr. Hogg.—With the consent of the seconder I beg to withdraw my resolution as the amendment has been carried.

The Chairman.—Mr. Hogg has withdrawn is resolution and the amendment is carried. he promoters withdraw the second resolution;

Mr. Taylor.—I have much pleasure in proposing the following resolution: That the following gentlemen, Messrs A. M. Marshall, C. R. Burkill, S. A. Hardoon, . Bridou, H. De Gray, and W. H. Barham be appointed, as a committee to carry out the above resolution. (Mr. Taylor explained that the original resolution was intended to refer to the two resolutions, but the second having been withdrawn, he would with the consent of the meeting alter the present resolution accordingly. (There were no dissentients to this.) I wish to say that we are quite open to accept amendments to this resolution, or additions to it. All the gentlemen here named have kindly consented to take up this work, and you will see that we have three agents of very large shipping firms, and three pretty well-known business men. I think you could leave the matter to them. If you think your interests would be better secured by appointing someone else we shall be happy to accept them. We shall, however, be opposed to including anyone who has voted against this scheme.

Dr. Gilbert Reid—I beg to propose Mr. Twentyman.

Mr. Hogg seconded Mr. Taylor's resolution.

The Chairman—I am afraid Dr. Reid you cannot put a man on the Board who has retired and is living out of the place.

Mr. S. Laurence—Might I ask if any cash offers for this property have been received?

The Chairman—None, sir. No cash offers were received.

The resolution was carried without dissent.

The Chairman—That concludes the business of the meeting.

The meeting terminated with a vote of thanks to the Chairman.—*N. C. D. News.*

Shipping.

Arrivals.

Prinzess Alice, Ger. s.s., 10,910, Ch. Polach, 5th Nov.,—Yokohama 27th Oct., Mails and Gen.—M. & Co.

San Domingo, Dan. s.s., 2,742, J. F. Gabe, 5th Nov.,—Europe 5th Oct., Gen.—M. & Co.

Kaifong, Br. s.s., 986, E. Fintayson, 6th Nov.,—Ningpo 3rd Nov., Ballast.—B. & S.

Yuensang, Br. s.s., 1,128, F. Mooney, 6th Nov.,—Manila 3rd Nov., Gen.—J., M. & Co.

Dardanus, Br. s.s., 2,92, H. Nicholas, 6th Nov.,—Shanghai 3rd Nov., Gen.—B. & S.

Canton Maru, Jap. s.s., 2,742, S. Hirai, 6th Nov.—Nagasaki 1st Nov., Gen.—Yu Hing Tai.

Kueichow, Br. s.s., 1,215, G. Hooker, 6th Nov.,—Canton 5th Nov., Gen.—B. & S.

Kwangtah, Ch. s.s., 1,536, Wm. H. Lunt, 6th Nov.,—Canton 5th Nov., Gen.—C. M. S. N. Co.

Fausang, Br. s.s., 1,452, Wheeler, 6th Nov.,—Moji 1st Nov., Gen.—J., M. & Co.

Zafiro, Br. s.s., 1,029, R. Rodger, 6th Nov.,—Manila 4th Nov., Gen.—S., T. & Co.

Clearances at the Harbour Office.

Haimun, for Swatow.
Hongkong, for Haiphong.
Teutonia, for Singapore.
Prinzess Alice, for Singapore.
Riojun Maru, for Singapore.
China, for Amoy.
Nile, for Singapore.
Rhenania, for Shanghai.
Eastern, for Moji.
Sungkiang, for Manila.
Hailan, for Hoihow.
Michael Jebsen, for Canton.
Carl Diederichsen, for Hoihow.
Kumsang, for Singapore.

Departures.

Nov. 6.

China, for San Francisco.
Den of Kelly, for Shanghai.
Haimun, for Coast Ports.
Taiwan, for Saigon.
Ch yuen, for Canton.
Kumsang, for Calcutta
Sungkiang, for Manila.
Hailan, for Pakhoi.
Riojun Maru, for Singapore.
Hongkong, for Haiphong.
Pitsanulok, for Canton.
Kiukiang, for Canton.
Dakotah, for Canton.

Passengers arrived.

Per *Yuensang,* from Manila—Mr. Smith.

Per *San Domingo,* from Europe—Mr. and Mrs. Forum, 2 children and nurse, Messrs F. Brusewith and H. Ouchterlony.

Per *Prinzess Alice,* from Yokohama—Mr. and Mrs. Griffin, r. Geo. Reiche, Dr. Nobler, Messrs. Bruce D. Smith, A. R. Flinn, Hugh L. Wilson, Capt. W. Ebelhardt, Capt. Mangelsdorff, Mr. Mechers-Aliens, Dr. Grassmann, Messrs. Francisco, Tse-yat and servant, Henry Keswick and servant, Mr. and Mrs. J. Chagas, baby and servant, Consul Dr. Heintre and servants, Messrs. C. B. Woodhead and family, Reimers, G. Beermann, Shishido Mr. and Mrs. Kadorie, Dr Schmidt, F. Drude, Jos. Grünberg, and Miss Aug. Telka.

Per *Zafiro,* from Manila—Messrs. Meany, Hutching, Helm, Barlett, Miss Lammine, Mrs. Liong Wan Chi and children, Messrs Beattie, MacWillie, Rose, Wong Ah Yung, Maynario, and 61 Chinese.

Shipping Reports

Str. *Dardanus* from Shanghai:—Strong N. E. winds in Formosa traits.

Str. *Yuensang* from Manila:—Moderate N'ly gale, rough confused sea, and overcast

Str. *Kaifong* from Ningpo:—Had strong monsoon from Heishans to port with high following sea.

Str. *Zafiro* from Manila:—Strong NNE. gale with mountainous NNE. sea and overcast rainy weather throughout.

Vessels in Port

Steamers.

Amara, Br. s.s., 1,566, C. J. Mattock, 28th Oct.,—Swatow 27th Oct., Ballast.—J., M. & Co.

Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct.,—Sandakan 13th Oct., Timber.—M. & Co.

Carl Diederichsen, Ger. s.s., 954, H. Schlaikier, 3rd Nov.—Haiphong and Hoihow 29th Oct., Rice and Gen.—J. & Co.

Chowfa, Ger. s.s., 1,055, J. Spiesen, 4th Nov.,—Canton 3rd Nov., Gen.—B. & S.

Clave don, Br. s.s., 2,085, Parker, 29th Oct.,—Cardiff 6th Sept., Coals.—Government.

Dakotah, Br. s.s., 2,300, Koss, 5th Nov.—San Francisco and Shanghai 1st Nov., Gen.—S. O. Co.

Derwent, Br. s.s., 1,562, J. Jenkins, 27th Oct.,—Saigon 22nd Oct., Rice and Gen.—Man Fat & Co.

Drufar, Nor. s.s., 1,102, J. Bing, 29th Oct.,—Bangkok 21st Oct., Rice.—Aagaard, Thoresen & Co.

Eastern, Br. s.s., 2,272, W. G. McArthur, 3rd Nov.,—Sydney via Ports 11th Oct., Gen.—G., I. & Co.

Elisabeth Rickmers, Ger. s.s., 908, W. Bötefführ, 2nd Nov.,—Bangkok 26th Oct., Gen.—B. & S.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 21st Oct.,—Vancouver, (B.C.) 2nd Oct., and Shanghai 18th Oct., Mails and Gen.—C. P. R. Co.

Fooksang, Br. s.s., 1,987, W. E. Sawer, 5th Nov.,—Calcutta 22nd Oct., Coals.—J., M. & Co.

Frithjof, Nor. s.s., 891, H. A. Haraldsen, 4th Nov.,—Bangkok 27th Oct., Rice.—Aagaard, Thoresen & Co.

Germania, Ger. s.s., 1,7-4, H. Lorenzen, 2nd Nov.,—Bangkok 25th Oct., Rice.—J. & Co.

Hanyang, Br. s.s., 1,207, H. Trowbridge, 2nd Nov.,—Canton 2nd Nov., Gen.—B. & S.

Hopsang, Br. s.s., 1,359, J. M. Hay, 2nd Nov.,—Samarang and Sourabaya 14th Oct., Gen.—J., M. & Co.

Hue, Fr. s.s., 705, J. Pannier, 5th Nov.,—Haiphong via Pakhoi, Hoihow and Kwongchow-wan 4th Nov., Gen.—A. R. M.

Ithaka, Ger. s.s., 2,269, W. Faass, 2nd Nov.,—Bangkok 25th Oct., Rice.—S. & Co.

Kaga Maru, Jap. s.s., 3,906, A. Christiansen, 3rd Nov.,—Shanghai 31st Oct., Gen.—N. Y. K.

Kanju Maru, Jap. s.s., 1,041, K. Hashimoto, 1st Nov.,—Bangkok and Hoihow 31st Oct., Gen.—N. Y. K.

Keong Wai, Ger. s.s., 1,115, Köhler, 28th Oct.,—Bangkok 20th Oct., Gen.—B. & S.

Koun Maru, Jap. s.s., 1,781, Y. Minamikawa, 2nd Nov.,—Kobe 27th Oct., Gen.—Fukusei & Co.

Mandal, Nor. s.s., 1,198, E. Ericksen, 4th Nov.,—Moji 29th Oct., Coal.—Aagaard, Thoresen & Co.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 1st Nov.,—Weihaiwei 25th Oct., Govt. Stores.—Admiralty.

Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 11th Sept., Flour, Lead and Gen.—C. P. R. Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

Nile, Br. s.s., 4,179, E. P. Martin, R.N.R., 5th Nov.,—Shanghai 3rd Nov., Mails and Gen.—P. & O. S. N. Co.

Nissin Maru, Jap. s.s., 997, M. Iwane, 3rd Nov.,—Swatow 2nd Nov., Ballast.—Japanese.

N. S. de Rosario, Am. s.s., 715, M. Loper, Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Oriel, Br. s.s. 2,206, G. Maddrell, 11th Oct.,—Moji 5th Oct., Coal.—B. & Co.

Petrarch, Ger. s.s., 1,252, R. Hatje, 12th June,—Saigon 7th June, Gen.—S., W. & Co.

Phuyen, Fr. s.s., Ducroiset, 3th Oct.,—Bangkok 21st Oct., Gen.—B. & Co.

Ragnar, Nor. s.s., 1,220, H. G. Nielsen, 2nd Nov.,—Rajang (Borneo) 26th Oct., Timber.—Aagaard, Thoresen & Co.

Rhenania, Ger. s.s., 6,416, C. von Hoff, 5th Nov.,—Hamburg and Singapore 30th Oct., Gen.—H. A. L.

Sarsogan, Am. s.s., 428, Vitteria, 7th Sept.,—Manila 4th Sept., Ballast.—Order.

Sierra Morena, Br. s.s., 547, Hannah, 1st Nov., Java 23rd Oct., Sugar—B. & S.

Soudan, Br. s.s. 4,207, S. de B. Lockyer, R.N.R., 29th Oct.,—Southampton and Singapore 31st Aug., Govt. Store.—Admiralty.

Tenn, Br. s.s., 1,346, Sommerville, 2nd Nov.,—Manila 30th Oct., Gen.—B. & S.

Teutonia, Ger. s.s., 3,000, L. Gustenbran, 5th Nov.,—Hankow 31st Oct., Gen.—H. A. L.

Tingsang, Br. s.s., 1,096, Reynolds, 5th Nov.,—Canton 5th Nov., Gen.—J., M. & Co.

Tainan, Br. s.s., 2,300, C. Lindbergh, 26th Oct.,—Sydney 5th Oct., and Manila 24th, Gen.—B. & S.

Yuna, Am. s.s., 469, H. Nelson, 16th Oct.,—Amoy 14th Oct., Ballast.—Yeng Chung.

Sailing Vessels.

Eclipse, Br. bk., 2,968, J. McBryde, 2nd Oct.,—Canton 1st Oct., Ballast.—S. O. Co.

Eskasoni, Br. ship, 1,670, Wm. McBunie, 12th Oct.,—Manila 13th Sept., Ballast.—Order.

I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug.,—Manila 15th Aug., Ballast.—A., K. & Co.

Prince George, Nor. bk., 472, A. R. Anderson, 18th Oct.,—Manila 26th Sept., Old Iron.—Order.

S. P. Hitchcock, Am. ship, 2,086, S. L. Zeriz, 1st Sept.,—Manila 20th Aug., Ballast.—A., K. & Co.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Formosa	Singapore	P. & O. Co	Nov. 8
Arratoon Apcar	Singapore	D. S. & Co	Nov. 8
Ernest Simons	Singapore	M. M.	Nov. 12
Nippon Maru	Japan	T. K. K.	Nov. 12
Sanuki Maru	Japan	N. Y. K.	Nov. 12
Tjimahi	Macassar	J. C. J. L.	Nov. 13
Athenian	Japan	C. P. R. Co	Nov. 15
Kutsang	Calcutta	J., M. & Co	Nov. 15
Emp. of Japan	Vancouver	C. P. R. Co	Nov. 18

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

H.M.S. Taku	at	Kowloon	Dock.
Montanes	"	"	"
Borneo	"	"	"
Monteagle	"	"	"
Empress of India	"	"	"
Amara	"	"	"
Sorsogon	"	"	"
Charles Hardouin	"	"	"
Chowtai	"	"	"
Sabre	"	"	"
Standard	"	"	"
Hygeia	"	Cosmopolitan	"
Tainan	"	"	"
Tean	"	"	"
Eclipse	"	"	"
Chinkai Maru	"	Aberdeen	"
Chowfa	"	"	"

SHANGHAI DOCK.

30th October.

Ichang	International Dock.
Ella	International "
Hinsang	New "

Ships Passed The Canal.

28th September—*Caledonien, Idomeneus, Achilles, Sunda.* 2nd October—*Glenturret, Armand Behic, Binmohr, Den of Kelly, Memnon.* 6th October—*C. Ferd Laeisz, Erzherzog, Franz Ferdinand, Polyphemus, Prometheus, Tonkin, Hakata Maru, Kamakura Maru.* 9th October—*Formosa, Sachsen, Myrmidon.* 12th October—*Alcinous, Hyson, Java, Polynesien, Silesia* (Ger.), *Rhenania.* 16th October—*Benlomond, Benvorlich, Diomed, Pahawur, Saxonia, Albenga, Binledi, Cardiganshire.* 20th October—*Andalusia, Ernest Simons, Prinz Heinrich, Oceana, Sado Maru, Atholl, Iyo Maru.* 23rd October—*Glenroy, Prometheus.* 26th October—*Glaucus, Nubia, Salazie, Montgomeryshire, Siberien.* 30th October—*Helene Rickmers, Peleus, Oceana, Socotra, Prinz Regent Luitpold, Teucer, Foxley, Namur.* 3rd November—*Gneisenau, Polynesien, Bingo Maru, Kanagawa Maru.*

Arrivals at Home—25th September—*Ambria, Nordkap.* 28th September—*China,* 1st October—*Nubia.* 2nd October—*Wakasa Maru, Prinz Eitel Friedrich, Alesia, Orestes.* 6th October—*Yunnan, Caledonien, Patroclus.* 12th October—*Achilles, Hakata Maru.* 15th October—*Sunda.* 16th October—*Glenturret, Spezia, Sachsen.* 20th October—*Polynesien, Schuylkill.* 23rd October—*Memnon, Polyphemus.* 26th October—*Diomed, Indrapura, Sado Maru.* 29th October—*Java.* 30th October—*Benvorlich, Jeveric, Silesia,* (Ger.) 3rd November—*Prinz Heinrich, Saxonia*

Post Office.

A Mail will close for:—

Quong-chow-wan, Hoihow, Pakhoi and Haiphong—Per *Hue,* 7th Nov., 9 A.M.

Europe, &c., India, via Tuticorin—Per *Prinzess Alice,* 7th Nov., 11 A.M.

Macao—Per *Honam,* 7th Nov., 1.15 P.M.

Swatow and Shanghai—Per *Tingsang,* 7th Nov., 3 P.M.

Shanghai—Per *Kiukiang,* 7th Nov., 3 P.M.

Singapore and Rangoon—Per *Teutonia,* 7th Nov., 3 P.M.

Shanghai, Kobe and Yokohama—Per *Rhenania,* 7th Nov., 3 P.M.

Quang-chow-wan and Chickhom—Per *Jacob Diederichsen,* 7th Nov., 5 P.M.

Swatow and Bangkok—Per *Kanju Maru,* 8th Nov., 9 A.M.

Macao—Per *Honam,* 8th Nov., 1.15 P.M.

Shanghai—Per *Hangsang,* 9th Nov., 3 P.M.

Manila—Per *Zafiro,* 10th Nov., 11 A.M.

Samarang and Sourabaya—Per *Hopsang,* 10th Nov., 2 P.M.

Tientsin—Per *Kweichow,* 10th Nov., 3 P.M.

Swatow, Amoy and Tamsui—Per *Masan Maru,* 10th Nov., 5 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Taiyuan,* 12th Nov., 3 P.M.

Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbertshohe, Merapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Willehad,* 13th Nov., 10 A.M.

Singapore, Penang and Bombay—Per *Ischia,* 13th Nov., 10 A.M.

Europe, &c., India, via Tuticorin—Per *Australien,* 13th Nov., 11 A.M.

Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, Wash.—Per *Kaga Maru,* 13th Nov., 3 P.M.

Swatow, Amoy and Anping—Per *Fukusha Maru,* 13th Nov., 5 P.M.

Kobe—Per *Tsinan,* 14th Nov., 3 P.M.

Manila—Per *Rubi,* 17th Nov., 10 A.M.

Europe, &c., India, via Tuticorin—Per *Delta,* 17th Nov., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru,* 20th Nov., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India,* 22nd Nov., 3 P.M.

Moji, Kobe, Yokohama, Victoria B.C., and Tacoma, Wash.—Per *Tremont,* 27th Nov 10 A.M.

Europe, &c., India via Tuticorin—Per *Tonkin,* 27th Oct., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian,* 28th Nov., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota,* 29th Nov., 11 A.M.

☞ Friday next, the 9th instant having been declared a public holiday, the Post Office will be open for one hour only *i.e* from 8 to 9 a.m.

There will be one delivery and a collection from the Pillar Boxes as on Sundays.

The Money Order Office will be entirely closed.

CLOSING OF CHRISTMAS AND NEW YEAR PARCEL MAIL TO THE UNITED KINGDOM.

Parcels for the United Kingdom via Gibraltar posted up to 5 p.m. on Friday, the 2nd of November, are due in London on the 8th of December, and those posted on the 16th of November are due in London on the 22nd of December, 1906.

With an additional fee of 60 cents, parcels may be sent via Brindisi and if posted before 5 p.m., on the 16th November, would accompany the letter mail, which is due in London on the 15th of December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 16th of November, as the subsequent parcel mail of the 1st of December via Gibraltar is scheduled to arrive in London on the 5th January, 1907.

The rates of postage on ordinary parcels to United Kingdom are as follows:—

For a parcel not ex'ding 3 lbs in weight 60 cts.
" " " 7 lbs. " $1.20 ,
" " " 11 lbs. " $1.80 ,,

All parcels containing Jewellery or any article of Gold or Silver *must* be insured. This includes Silver or Gold mounted Walking Sticks or Umbrellas; all insured parcels *must* be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

VISITORS AT THE HOTELS.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Barnett, H. J. O.
Falloon, C. H.
Gaskell, Mr. and Mrs.
Jameson, P. B.
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Soppa, P.
Webb, Mr. and Mrs. Montague
Young, J. A.

HONGKONG.

Adams, P. R.
Bailey, W. S.
Baker, A. S.
Batchelder, Mr. & Mrs. G. A.
atchelder, R. N.
Battiscombe, H. G.
Beattie, R. B.
Beermann, Dr.
Biervliet, A. Van (Vice-Consul for Belguim)
Birbeck, R. J.
Bird, H. W.
Bisney, Mr. & Mrs. S.
Bisney, Miss
Blaauw, Dr. and Mrs. E. E.
Blood, G.
Bovill, Mr. and Mrs. O. V.
Breckwoldt, H.
Brighton, F. G.
Broeg, G.
Campbell, L. F.
Carter, Mr. and Mrs. W. L.
Carter, A.
Chapman, H.K.V.C., Major A.
Chapman, B. F.
Chapple, F. T.
Chatham, Hon. & Mrs. W.
Chatham, Miss
Chichester, D.A.A.G., D.S.O., Major A. A.
Chichester, Mrs. A. A.
Christie, J. D.
Clark, M. O.
Clarke, Mr. and Mrs. T. W.
Clegg, R.N., Eng.-Lt. and Mrs.
Collins, W. F
Colvin, H. E.
Connor, J. L.
Crook, A. H.
Cruickshank, A.
alton, R.N., Capt.
Davies, F. O.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Dowley, Mr. and Mrs. W. A
Downing, Mr and Mrs. T. C. and infant
Dunlop, G. A.
Einslohr, C.
Einstmann, W.
airchild, H. J.
Fischer, R.
Fisher, H. G.
Fletcher, H. L.
Flinn, A. R.
Franklin, C. B.
Frost, B. L.
Fuller, Stuart J., (American Vice Consul General)
Fuller, Denman Mrs. C. P.
Gibson, A.
Grant, A. W.
Griffith, D. P. and Chinese servant
arker, B. Brothenon
Hewett, Hon. E. A.
Hewett, Mrs. E. A.
Hoffmann, W.
orne, R.
Howes, A. B.
Humphreys, H. S.
Hunter, R.
Innes, Capt. R.
Jokl, J. P. F.
Joughin, J. C.
Krill, T.
Kunze, P.
Laidlaw, G. M.
Lang, Miss K.
Lehrs, P.
Lindberg, Capt.
Logan, W.
Love, F. H.
Maltzan, Baroness
Marquardt, Mr. and Mrs. J.
Marriott, Dr. O.
McGregor, Mrs. J. S.
McLeod, Miss M.
McMaster, H. B.
McRae, D. G.
Moore, S.
Moore, Dr. and Mrs. W. B. A.
Newborn, Mr. & Mrs. R. H.
Newington, A. G.
Nicholls, E. A.
Nunan, Dr. W.
Packer, B. L.
Parker, T. F.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Pfordten, A. R. Von der
Philpot, L. D.
Powell, W. A.
Preshaw, C. M.
Pritchard, H.
Reiche, G.
Reid, H. I.
Reimers, S.
Roach, Mrs. J. S. and child
Rowoldt, S. B.
Rutherford, Mr. & Mrs. N. H.
Sanders, Dr. J. H.
Schween, R.
Searle, Rev. G.
Sharples, H. J.
Shennap, H. B.
Shepherd, Mr. & Mrs. E. Bruce
Skinn, A.
Smith, B. D.
Sommerville, Capt. A.
Spittles, J. S.
Stebbing, W. T.
Stephens, H.
Stevens, Rev. A. J.
Sutherland, P. D.
Thompson, Mr. & Mrs.
Thompson, Miss H. M.
Thornam, A.
Toledano, Th.
Topliss, H. J.
Uffel, W. Von.
Unbehaun, C. H.
Vernon, Mr. and Mrs. J. Y. V.
Vernon, Miss
Vernon, Master
Wakefield, Mrs. M.
Watkins, H. H.
Wilson, H. R.
Wishart, J. B.
Wood, G. G.

PEAK.

Austin, F.
Bolton, Mr.
Bosch, Mr. and Mrs. Van der
Carruthers, E. S.
Chalmers, J. H.
Clothier, Mr. and Mrs. H. W.
Cobden, A. S.
Darling, Col.
Dutton, Mr.
Ellis, Mr. and Mrs.
Fraser, Lieut.
Gale, Capt. J. R
Gelsthrope, Mr.
Greenhill, Mr.
Gregory, A.
Harris, Mr. and Mrs. W. L.
Hartel, E.
Hazeland, F. A.
Hockaday, W. T.
Jeffries, H. U.
Johnston, L. A. M.
Joseph, Mr. and Mrs. E. S.
Joiling, Lt.-Col.
Kelsall, R.A., Major and Mrs.
Kent, R.A., Col. & Mrs. R. A.
Lay, Mr. and Mrs.
Leask, Mr.
Macfarlane, Dr. & Mrs
Martin, O. B. H.
Martin, R.
Mitchell, R.
Moon, Mr. and Mrs.
Muhle, E.
Painter, Major & Mrs.
Porter, . W.
Reid, R.A.M.C., Lt.-Col. J. M.
Rogers, C.
Sawer, Mrs. W. E.
Seymour, Col. & Mrs.
Sinclair, A.
Smith, A. Findlay
Thompson, Capt. and Mrs.
Thompson, Miss
White, Dr. and Mrs.
Wilder, A. P.
Williamson, Mrs.

OCCIDENTAL.

Adamsen, H. A.
Binder, F.
Durieux, G.
Gilbert, G.
Hatje, Capt. R.
Holst, Ch.
Houzelle, L. A.
Klatt, H.
Morris, J. P.
Munro, Miss A.
Regairaz, Gaston
Robertson, Mrs. C.
Robertson, Miss Kathi
Robertson, Master G. G.
Rohden, Mr. and Mrs. A and 2 children
Willhelm, H.

KING EDWARD.

Almond, Capt. & Mrs. Russell
Bar..s, W. F.
Booth, H.
Brownlow, E. O.
Clark, Mr. and Mrs R. N.
Colahan, H. J.
Colville, Lieut. & Mrs. H. D.
Cumming, A.
Cunningham, Mr. and Mrs. A.
Delaney, L. T.
Donaldson, J. W.
Froberg, Capt. & Mrs. G.
Hochman, R. L.
Hurley, Fred. C.
Jack, Mrs. C. M.
Jackson, Mrs. & child
Legeune, Vice-Consul M.
Nessler, A. O.
Nicholson, D. M.
Paine, A. E.
Peacock, Miss Annie
Pennefather, Capt. and Mrs. G. H.
Schiess, Mr. and Mrs. H. L.
Silverstone, Mr. & Mrs. S.
Silverstone, A. H.
Silverstone, M. L.
Smith, Mr. and Mrs. N. and family
Square, Miss N.
Stetten, O. H.
Story, G. F.
Suggett, Mr. and Mrs. A. H.
Vlaveanos, Capt. G.
Williams, G.
Wright, Dr. and Mrs. G. H. Bateson

CHINA COAST METEOROLOGICAL REGISTER.

November 5th, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.81	—	—	SW	6	—
Hakodate	"	29.97	—	—	NW	6	—
Tokio	"	30.06	—	—	—	0	—
Kochi	"	30.23	—	—	SW	4	—
Nagasaki	"	30.23	—	—	E	6	—
Kagoshima	"	30.19	—	—	N	6	—
Oshima	"	30.04	—	—	N	2	—
Naha	"	29.97	—	—	NE	6	—
Ishigakijima	"	29.89	—	—	NE	8	—
Chefoo	6 a.m	—	—	—	—	—	—
Weihaiwei	9 a.m.	—	—	—	—	—	—
Hankow	6 a.m.	—	—	—	—	—	—
Kiukiang	"	30.48	53	80	NE	4	o
Shanghai	9 a.m	30.42	58	53	NNE	3	o
Gutzlaff	"	0.32	59	—	NNE	6	cv
Sharp Peak	"	0.18	64	73	ENE	5	o
Amoy	6 a.m.	30.02	65	68	NE	5	o
Swatow	"	29.95	70	90	N	1	b
Taihoku	5 a.m.	30.08	—	—	E	6	—
Taichu	"	29.87	—	—	N	8	—
Tainan	"	29.83	—	—	NW	6	—
Koshun	"	19.80	—	—	NE	8	—
Pescadores	"	29.92	—	—	NE	10	—
Canton	9 a.m.	—	—	—	—	—	—
Hongkong	10 a.m	30.13	70	51	NNW	1	o
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	30.19	64	—	N	1	c
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila	10 a.m.	—	—	—	—	—	—
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m	—	—	—	SW	2	b
Iloilo	"	29.83	83	—	SW	2	c
Cebu	"	29.85	85	—	S	1	b
Labuan	"	29.95	83	—	—	—	—

November 6th, 1906, a.m.

Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.93	—	—	SW	6	—
Hakodate	"	30.13	—	—	W	6	—
Tokio	"	30.22	—	—	N	4	—
Kochi	"	30.23	—	—	NE	4	—
Nagasaki	"	30.27	—	—	NE	4	—
Kagoshima	"	30.15	—	—	N	2	—
Oshima	"	30.08	—	—	NE	4	—
Naha	"	30.01	—	—	NE	6	—
Ishigakijima	"	29.92	—	—	NE	8	—
Chefoo	6 a.m.	—	—	—	—	—	—
Weihaiwei	9 a.m.	30.40	50	—	S	1	b
Hankow	6 a.m.	—	—	—	—	—	—
Kinkiang	"	0.45	50	79	NE	2	b
Shanghai	9 a.m	30.39	58	53	NNE	3	b
Gutzlaff	"	30.35	56	63	NNE	5	cv
Sharp Peak	"	30.23	60	76	NNE	4	or
Amoy	6 a.m.	30.01	60	88	NNE	4	or
Swatow	"	30.04	64	95	N	1	b
Taihoku	a.m.	30.11	—	—	E	6	—
Taichu	"	29.91	—	—	N	6	—
Tainan	"	29.9	—	—	NW	4	—
Koshun	"	29.86	—	—	NE	10	—
Pescadores	"	29.9	—	—	NE	10	—
Canton	a.m.	30.22	62	61	NNW	2	c
Hongkong	10 a.m.	30.13	69	56	N	2	c
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	30.20	63	—	N	2	c
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila	10 a.m	29.84	82	77	WSW	2	b
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	a.m.	—	—	—	SW	1	b
Iloilo	"	29.85	83	—	—	0	c
Cebu	"	29.87	86	—	S	1	b
Labuan	"	29.91	79	—	—	—	—

	Nov. 5 at 10 a.m.	Nov. 5 at 4 p.m.
Barometer	30.13	30.03
Temperature	70	70
Humidity	51	44
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander E. La T. Leatham	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Weihaiwei
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson.	Yangtsze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtsze
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory, M.V.O.	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Hughes	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henniker-Heaton	Hongkong
Janus	torpedo boat destroyer	280	6	3,500	Lieut.-Commander W. H. Darwall	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	Hongkong
King Alfred*	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	Hongkong
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree.	Yangtsze
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan.	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	Boatsn, T. O. Strath	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Yangtsze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

Mails.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $10,250,000 $250,000	$1,712,472	£1.15/- @ Ex. 2/1½=$16.47 for first half-year 1906	5½ %	$817½ London £95
National Bank of China, Limited	99,925	£7	£6	£12,735 $150,000	$74,099	$2 (London 3/6) for 1903	...	$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,675,000 $2,000,000	$733,638	$20 for 1905	6⅔	$300
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $331,111 $1,153,814 $569,279	$2,792,271	Interim div. of 13% for 1905	4½ %	$775 sellers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 $61,278 $15,527	$508,334	$12 and $3 special dividend for 1904	8¾ %	$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $229,488 $2,606	$344,098	$6 for 1904	6⅓ %	$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	7½ %	$332½ buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$6,000	$6,563	$1½ for 1905	6½ %	$23
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $93,562	Nil.	$2½ for year ended 30.6.06	6¾ %	$40
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $600,000 $144,376	$5,464	$1 for 1st half-year 1906	7½ %	$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£120,000 £280,918 £3,999	£2,452	10/- @ ex. 2/1 9/16=$1.69	6¾ %	$73 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 20,000	Tls. 23,156	Interim div. of Tls. 2½ Interim div. of Tls. 1½ } a/c 1906	9 %	Tls. 56 sales
Do. (Preference)	100,000						6¾ %	Tls. 50½ buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 £4,144	£107,815	1/- (Coupon No. 6) for 1905	4 %	31/- buyers
"Star." Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$65,000 $32,957	$218	$1.50 $0.75 for year ending 30.9.1906	5¾ % 4¾ %	$26 $18
Haiku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
FISHERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$850,000 $450,000 $86,129	$40,914	Final of $15 making $25 for 1905	17½ %	$145
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	$132,588	$1 for 1907	...	$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 83 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£110,000 £26,011	£12,546	Final of 1/- (No. 7) making 2/1 for year ended 28.2.06	7 %	Tls. 9½ sellers
Oriental Consolidated Mining Company, Limited	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905	7 %	G. $14
Taub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £8,745	No. 12 of 1/- 48 cents	...	$0½
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$1 for 1905	4½ %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$510,000 $65,160 $20,000	$20,040	$2½ for a/c 1906	6¼ %	$90
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$49,500	$392,087	$6 for first half-year ending 30.6.06	8 %	$152 sellers
New Amoy Dock Company, Limited	10,000	$65	$65	$88,000	$2,221	$1 for 1905	6½ %	$16½
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 104
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6¼ %	Tls. 227½ sellers
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8¾ %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	20,000	$25	$25	$30,000	$8,418	$3 for year ended 30.6.1906	10½ %	$28½ buyers
Central Stores, Limited	6,000	$15	$15	none	$4,719	$2.40 on $12 for 1905	13⅓ %	$18 buyers
Do. (new issue)	24,000	$15	$15			7 % on $7½ for 1905	...	$15½ buyers
Do. (Founders')	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 $19,075	$10,057	$5 for first half-year for 1906	9 %	$112½
Hongkong Land Investment and Agency Co., Ld.	20,000	$100	$100	$250,000	$67,839	Interim div. of $3½ account 1906	6¾ %	$105
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 19,783	Tls. 1,935	Final of 6 %—10 % for 1905	16⅔ %	Tls. 15½ buyers
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	12½ %	$80 sellers
Humphreys Estate & Finance Company, Limited	100,000	$10	$10	$208,386 $50,000	$5,070	80 cents for 1905	7 %	$11½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$574	$2½ for 1905	6½ %	$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	5¾ %	Tls. 98 sellers
Do. do. (new issue)	26,000	Tls. 50	Tls. 25	Tls. 170,000				Tls. 57 buyers
West Point Building Company, Limited	12,560	$50	$50	none	$772	Interim div. of $2 account 1906	8 %	$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 %	Tls. 72½ sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$110,000	$21,660	$1½ for the year ending 31.7.06	9½ %	$13
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 70 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9½ %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7¾ %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	7 %	$101 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8½ %	$7 sellers
Campbell, Moore & Co., Limited	1,200	$10	$10	$9,000	$1,097	$3 for 1905	9½ %	$32
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	16½ %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,0000	$1,581	80 cents for 1905	8½ %	$9½
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905	7 %	$17 buyers
Green Island Cement Company, Limited	200,000	$10	$10	$410,000 $500,000	$52,291	Int. div. of 75 cents for ½-year ended 30.6.06	10½ %	$19
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	10 %	$24 sellers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 65 cents for 10 months ending 28.2.06	8 %	$15 sa. & buyers
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,796	1st div. of $20 for 10½ months ending 18.10.05	10½ %	$215 buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Int. div. of $4 for ½-year ended 30.6.06	8 %	$236
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares	7½ %	$23 sales
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year	16⅔ %	$6 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	Third interim div. of Tls. 7½ making Tls. 22½ so far a/c yr. ended 31.10.06	9½ %	Tls. 232½ buyers
Philippine Company, Limited	67,500	$10	$10	none	Dr P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3½ account 1906	6¾ %	Tls. 110 buyers Tls. 106 sellers
Do. do. (new)	8,000	Tls. 50	Tls. 50					
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12½ %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10½ %	Tls. 132½ sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5½ %	Tls. 90 sellers
Shanghai Waterworks Company, Limited	8,175 7,200	£20 £20	£20 £15	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for ½-year 1906 Interim div. of 5/- for ½-year 1906	... ...	Tls. 350 sellers Tls. 290 sales
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$22 buyers
Steam Laundry Company, Limited	20,000	$5	$5	none	$1,134	50 cents for year ended 31.5.05	8⅓ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7¾ %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$25,000	$752	70 cents $2.90 for year ended 31.6.1906	8¾ % 6½ %	$8 $150
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 $25,000	$7,734	Final of 50 cents making $1, for 1905	7½ %	$12½
William Powell, Limited	15,000	$10	$10	$4,500	$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	$8

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